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TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1/3 5/16.

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No. 27,650 HONG KONG, THURSDAY, NOVEMBER 20, 1930. PRICE \$3.00 Per Month.

DARING SPEECHES BY INDIAN DELEGATES

"THAT TALL, THIN CHRISTIAN"

REPUBLICAN'S TRUST IN "THAT MAN WHOSE NAME IS GEORGE."

A LOST DOMINION?

If the proceedings of the Indian Round Table Conference, now sitting in London, go down into the annals of British Empire history, surely emphasis will be laid on the daring and exotic speeches of the Indian delegates. For instance, in the course of his address yesterday, Mr. Moonje, the Hindu delegate, said that Great Britain was "like a farmer attending a cow because of its milk production." Another delegate referred to the King-Emperor as "that man called George," and to the Viceroy, Lord Irwin, as "that tall, thin Christian."

In spite of the unconventionality of these utterances, however, the speeches were characterised by an intense loyalty to and trust in the Crown, although it was hinted very significantly that, "if the delegates return without the birth of a new Dominion, they return to a lost Dominion."

THE TIDE OF DEMOCRACY

At the Round Table Conference to-day the Maharajah of Patiala (Chancellor of the Chamber of Princes), emphasised the bond between the Indian Princes and the Crown, and said that if India remained within the Empire as an equal partner there would result a free and voluntary co-operation between the East and West, such as the world had never known.

The Maharajah of Patiala said that he believed that the quickest method of achieving India's enhanced status of dignity was a federation. Only thus could the States join British India in the formation of a Greater India, the "fundamental assumption" of the Princes in connection with which was the maintenance of the British connection.

The Maharajah of Patiala concluded by emphasising that the Princes were not afraid of what the future holds, but were earnestly deprecating "even casual references to the possibility of the obligation of the Indian States by the rising tide of Democracy."

Outspoken Speech.
"The time has passed when any show of physical force can cow the Indian people," was a passage in the outspoken speech of Mr. Moonje (a Hindu), who said that whilst appreciating the British services to India, Britain was like a farmer devotedly attending his cow (India), because of its milk production.

Mr. Moonje declared that India wants to be a Dominion within the British Empire.

Mr. Ujjal Singh (a Sikh), said that the delegates dare not return without a solution satisfying Indians' aspirations, namely, a status of partnership in the British Empire with a responsible central Government.

He admitted that the defence problem was difficult, but it, together with the foreign policy, could temporarily be entrusted to the Viceroy, assisted by an advisory board of Indians.

Sir A. P. Patro, representing the Conservative elements of South India, also urged full responsibility by a central Government, and argued that if responsibility were given, individuals can be found capable of governing.

Trust in the King.

Mr. Muhammad Ali (founder of the All-India Muslim League), said that the ideas expressed by Lord Peel yesterday represented "a mouldered branch" which should, in the words of Tennyson, "be lopped away." He quoted the cry of Burke (whom he said Britain to-day had "forgotten") for "men and not measures," and hoped his old friend, Mr. Ramsay MacDonald would prove to be a man to make history, but above all, he (Muhammad Ali), a Republican, trusted the man who in

POWERFUL AERIAL SMUGGLING GANG.

Liquor Taken to U.S. from Canada by Air.

AEROPLANES SEIZED.

Detroit, Yesterday.
The existence of two powerful aerial smuggling organisations, using 30 aeroplanes, to bring liquor from Canada to remote spots on the American side of the border, was revealed by Federal grand jury, returning indictments against 14 men. It was stated that 12 planes were seized capable of carrying loads of 40 cases.

—Reuter's American Service.

the agriculturist, and the small industrialist. If they did not keep in view this aim and only provided for the intelligentsia of India, they would be sorry for having anything to do with the modification of the constitution in India.

Dominion Doomed?

In the course of a long speech, Muhammad Ali, the Khalifatist leader, paid a glowing tribute to the King, Mr. MacDonald and the Viceroy, Lord Irwin. Regarding Lord Irwin he said, "If any man has saved the British Empire to-day it is that long, thin Christian." Even if British dominion in India were doomed—and that conference must kill it—do not let them kill British friendship. They had a soft corner in their hearts for Great Britain. For the first time a majority rule would be introduced in India and he, belonging to the minority, would submit to it.

Luckily there were Muslim majorities in certain provinces with a federal form of Government which was suited to India, not only for Hindu-Muslim reasons, but for the sake of the princes that was in their favour. The centrifugal and centripetal tendencies were so well balanced in India that they were bound to have a federal system of Government there, not as a distant ideal but at once. They would leave the conference only with a federation established in India with treaties made with the Princes and with the consent of the Crown and the Princes.

Federal Relations.

The Business Committee of the Conference met this afternoon with the Secretary for India, Mr. Wedgwood Benn, in the chair, to consider the amendments to the original recommendation regarding the appointment of a Federal Relations Committee. As a result of discussion the revised recommendation is being made to the conference to-morrow, whereby the name of the committee would be altered to include the question of responsibility.

To meet the suggestion that the proposed membership of 32 delegates was scarcely sufficient to give adequate representation to all sections, it was agreed to recommend that the committee should be given power to co-opt delegates and hear advisers. These conclusions will be brought before the plenary meeting at the close of the general discussion. The representatives of the British Parliament Delegation on the Committee will be the Secretary for India, Mr. Wedgwood Benn, and Lords Sankey, Peel, Zetland, Reading and Lothian.

Earlier Cable.

London, Yesterday.
The plenary session of the Round Table Conference to-day continued the general discussion. The Prime Minister at the outset asked for the production of the names of possible speakers, to enable the discussion to finish to-morrow, and a committee to be appointed without delay.

The Prime Minister, after five speeches had been delivered to-day, again raised the question of the length and number of speeches, and semi-humourously suggested that the only alternative to limitation was to adopt the House of Commons practice and suspend the eleven o'clock rule and have continuous sittings. The Conference, thereupon, decided that the speeches in future be limited to ten minutes, subject to the discretion of the chairman in exceptional cases. —Reuter.

SPLENDID RESCUE BY S.S. MAURETANIA.

Crew Rescued by Perfect Seamanship.

SLOWLY SINKING.

New York, Yesterday.
After a desperate race against time in response to an S.O.S. call, the liner Mauretania reached the Swedish steamship Ovidia (3,114 tons) from New Orleans to Cardiff, which was slowly sinking 100 miles off Cape Race. Perfect seamanship enabled the Mauretania, in spite of mountainous seas, to approach the Ovidia and rescue the crew of 10 and the Captain's wife, who had just abandoned the vessel, in two lifeboats.

The American steamer Endicott and the liner America also answered the S.O.S., but the Mauretania outstripped them.

—Reuter's American Service.

DUMPING RUBBISH.

IS IDENTIFICATION AT 400 YARDS POSSIBLE?

CHARGE THAT FAILED.

In the Marine Court, before Comdr. J. B. Newill, D.S.O., R.N., to-day, a boat man was charged with dumping rubbish into the harbour at Shaokwan.

Mr. T. G. Bennett appeared for the defence and entered a plea of "not guilty."

Evidence given by Lance-Inspector Kennedy, of the Shaokwan Police Station, was that at about 5 p.m. on Tuesday he received certain information from a Chinese Detective Sergeant as the result of which he went out into the harbour in the Police pulling boat. He saw rubbish being dumped from the accused's junk. When he got alongside the junk he found that there was a heap of rubbish consisting of cinder, pieces of wood and straw on board. There was a hole in the middle of the heap, a corner of which had been dumped. He arrested the accused.

By Mr. Bennett: When he first saw the junk he was on the Police pier at Shaokwan and the craft was between half and three-quarters of a mile away. The people on the junk must have seen the Police boat because several other craft which were in the vicinity promptly moved away and made in the direction of Kowloon City. When the Police boat was about half way across he (the Sergeant) was able to note the movements of the people on the accused's junk, and he saw five men and two women dumping rubbish.

Mr. Bennett said that all he was concerned with was whether the witness saw the accused throw any rubbish into the harbour.

The Sergeant replied that everything on board the junk was working.

Mr. Bennett asked the Sergeant to confine himself to the accused and suggested to him that from a distance of a quarter of a mile it was impossible for him to identify one Chinese from a group, and therefore he could not swear that he saw the accused actually dumping.

The Sergeant had to concede the point, whereupon the Magistrate said that he was of the opinion that no one could identify another with any amount of certainty from a distance of 400 yards, and therefore he must dismiss the case.

Harry McLean, aged 34, of John Street, Alexandria, Dumfriesshire, was found dead on the line near Alexandria Station after a train-driver had reported that he had hit something.

Four sheep were found dead and two others fatally injured in a shed belonging to the Mansfield, Nottinghamshire, Co-operative Society, having been stabbed and maimed.

Mr. Owen D. Young, the American lawyer and banker, chief author of the Young Reparations Plan, arrived at Southampton from New York and drove away into the country for a few days.

NO U.S. LOAN TO CHINA

HOPES OF \$360,000,000 DOOMED TO FAILURE

OVER SUPPLY

LOAN BY ALLIANCE OF NATIONS?

Washington, Yesterday.

China's hopes of securing a loan of \$360,000,000 in silver from the American Government appear to be doomed to certain failure.

Mr. Key Pittman, Chairman of a sub-committee of the Senate Committee of Foreign Relations, dealing with the commercial treaties with China, stated that hitherto he had received no overtures from Mr. Lineberger.

Speaking unofficially, Mr. Pittman declared that the present silver problem was one of over supply rather than of over pro-

CHINA 1913 LOAN.

Refusal To Recognise Yellow Bonds.

London, Yesterday.

In the House of Commons to-day, questioned regarding the allegation that the Chinese Government had refused to recognise the yellow bonds of the Chinese five per cent. loan of 1913, Mr. Arthur Henderson said that representations were made to China, who had replied unfavourably. He was considering what further action could be taken. —Reuter.

duction, and he did not approve of any action that was unlikely to combat this evil.

An individual loan from the United States to China would be no remedy, as it did not guarantee that other nations competing with America for China's trade would dump additional stocks of metal on the markets of the world, thereby aggravating the acuteness of the present situation.

Mr. Pittman suggested that the solution of the problem lay rather in granting a loan to China not by individual power, but by an alliance of nations having important commercial relations with China. —Reuter's American Service.

[Judge Paul Lineberger, legal adviser to the Chinese Government, who was acting as a special envoy of Marshal Chiang Kai-shek, to negotiate a United States loan of one thousand million ounces of silver, to rehabilitate the whole of China by diverting the millions of men engaged in war into peaceful production, said that his first duty to America was to obtain complete sovereignty for China as regards treaties. This was an essential foundation of all loans to China.

China must be recognised as a sovereign independent power, free of all unequal treaties, before a loan of any kind was equitable. From the Chinese viewpoint his duty, therefore, was to report to Nanking regarding the treaties and economic conditions affecting the Chinese Government.]

"SHELL" DIVIDEND.

The following telegram was received by the Chartered Bank of India Australia & China to-day from their Head Office in London:

"Shell Transport & Trading Co., Ltd., declared dividend at the rate of 2-1/2 per share free of income-tax payable January 6. Bearer Coupon to be presented No. 57."

When two blind men were charged at Mansfield, Nottinghamshire, with breaking into a club and stealing £22, it was stated that a window was broken and the men were inside.

IMPERIAL PARLEY NOT A FAILURE.

Foundations of Future Success Laid.

EQUALITY OF STATUS.

London, Yesterday.
The Dominion Secretary, Mr. J. H. Thomas, summing up the work of the Imperial Conference, referred to inter-imperial relations and said that the value of the British Constitution lay in the fact that it was unwritten. Nevertheless, legislation by the United Kingdom Parliament would be necessary to remove the existing legal restrictions on the legislative powers of Dominion Parliaments and confer on the Dominions complete legislative autonomy, so that the declaration of "equality of status," made at the 1926 conference, should become effective.

Statute of Westminster.

It is proposed that the law which effects this shall be known as the "Statute of Westminster," and it is recommended that it should be passed by the British Parliament when the time comes for its operation on December 1, 1931.

Mr. Thomas denied that the economic side of the conference was a failure, and said that the agreement to adjourn the economic discussions for a further Conference in Ottawa within 12 months was itself a declaration that the Conference far from failing on the economic side, had laid the foundations of future success.

Between now our 1931 central problem of economic co-operation would be carefully studied and the structure will be built on the foundation laid in 1930. —Reuter.

BANK CRISIS.

BANQUE DES PETROUX CEASES PAYMENT.

PROVISIONAL CLOSING.

London, Yesterday.
The Banque des Petroux has ceased payment, but its closing is announced as "provisional." —Reuter.

U.S. Failure.

New York, Yesterday.
The failure of two more small banks in Kentucky in consequence of the stoppage of the National Bank of Kentucky, makes a total of 10 banks closed in the State, the law permitting closing for a period of five days to mobilise assets and meet withdrawals. —Reuter's American Service.

French Bank Failure.

Paris, Yesterday.
The Banque Georges De Vichet has failed at Montpellier, with liabilities of 300,000 francs. Friends of M. De Vichet have assured creditors of repayment. —Reuter.

FINE OUTLOOK.

To-day's weather report from the Royal Observatory states: The anti-cyclone is passing into the Pacific to the north-east of Japan. Another has formed over the Yangtze Valley. A "V" shaped depression covers Korea.

Fresh to strong monsoon may be expected along the S.E. coast of China and over the China Sea.

Forecast: — N. E. winds, fresh; fine.

The following telegram was received from the Manila Observatory by the American Consulate General at 9:20 a.m. to-day:

Cyclone or typhoon W. of Guam, moving N.W. or N.N.W. Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 95.19 inches against an average of 81.57.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	65
Macao	63
Pratas Island	74
Manila	72
Poochow	80
Amoy	60
Swatow	58
Chafco	42

SENSATIONAL THEFT RECALLED.

Police Arrest an Alleged Suspect.

APPEARANCE IN COURT.

After a lapse of nearly two years the sensational outrage by robbers at 10, Lower Castle Road, off Caine Road, on the afternoon of January 31, 1929, was brought to light again in the Central Second Court this morning when an alleged desperado, named Fung Shu-king, alias Fung Tak, appeared before Mr. E. H. Williams, on a charge of having taken part in the armed robbery. Detective-Inspector S. Shannon appeared and applied for a week's formal remand which was granted. Smart work on the part of the Criminal Investigation Department led to the arrest of the man in Des Voeux Road yesterday.

Story of the Crime.

It will be recalled that 10, Castle Road was occupied by a wealthy Chinese family, and those in the house at the time of the robbery were Mrs. Wong Teung-tze, aged 70 years, her grand-daughter and son-in-law, besides several servants. Two men, one armed with a revolver and two daggers, and the other with a dagger and a revolver, went to the house under the pretence that they had come to borrow \$100.

Five robbers actually took part in the coup and how they entered the residence was not known. They suddenly appeared in the kitchen where the old lady was giving instructions to her cook, and before she (Mrs. Wong) could recover from her surprise at the audacious request for a loan by the two men, three more came in. The five had no difficulty in binding and gagging the inmates of the house. After ransacking the whole house thoroughly, the intruders escaped with jewellery, money and other property valued at \$42,557.00.

It will also be remembered that Mrs. Wong passed away about a few days later the affair, from shock.

Fifteen Arrests.

Following the affair fifteen people, a tailor and his apprentice, street coolies, four unemployed men, a salesman, a hawker, his foki, a gardener, a cook, a cook-maid, and two amahs were arrested, and taken before Major C. Willson (then Magistrate) being charged with robbery, and conspiracy on February 5.

One of the prisoners, named Ho San, escaped from a Police posse in Woosung Street, Yaumati, whilst being led to Hong Kong with handcuffs on his wrists. However, he was arrested the following day, and as a sequel a man named Fung Pun was fined \$20 by Major Willson at the Central Magistracy, on a charge of malicious damage to the handcuffs. He was further ordered to pay \$25 to the Government to cover its cost.

UNLUCKY STOWAWAYS.

The two Russians youths who were yesterday remanded by Mr. H. R. Butters on a charge of stowing away from Shanghai on the R.M.S. Empress of Japan, made another appearance in the Kowloon Magistracy to-day. Detective-Sergeant Kellett reported that the Police were unable to find anyone of the Russian community to care for the lads, whereupon the Magistrate imposed fines of \$50 or one month's hard labour, in default, on each boy.

U.S. RACKETEERS.

New York, Yesterday.
Mr. John Rockefeller, jun., and Messrs. Owen D. Young and Charles Schwab are amongst fifty leading men and women invited by the District Attorney to meet him in order to consider means of suppressing racketeers preying on business. —Reuter's American Service.

When a fire occurred at a forage stores in Ash Green, near Aldershot, water was obtained by the fire engine from an ornamental lake.

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VATICAN SUICIDE.
The first suicide ever recorded
from the Dome of St. Peter's
occurred recently when a man threw
himself from a window ledge in the
Upper Dome and struck the ter-
race 150 ft. below.

Mr. C. T. Wilson, a London bar-
rister, was adopted prospective
Conservative candidate for the
West Toxteth division of Liverpool.

COURT WARNING TO
SUN-BATHERS.

"Prison Proper Place
for Such People."

A sun-bather, Ernest Sprenger,
aged 26, of Hearnville Road, Bal-
ham, appeared on remand at Hen-
don charged with an offence at
the Welsh Harp. He appeared in
court wearing plus fours with an
open-neck tennis shirt.

Miss Diana Webb, aged 17, of
Elizabeth Terrace, High Street,
Eltham, S.E., said that she and
some friends went camping on
Sunday in Welsh Harp Fields.
When she returned from a walk
on September 21 there were sev-
eral strangers, including Sprenger,
who was wearing a towel round
his waist and a swimming belt,
at the camp fire. The sun-bath-
ers were arguing about sun-bath-
ing with the members of her
camp. They asked her what she
thought about it and she replied
that she did not think it was de-
cent.

She described what followed,
and added that she had seen some
of the sun-bathers running about
without clothing.

Solar Rays.
Sprenger, giving evidence, said
that he belonged to a society
which believed in the benefits of
sun rays.

"Our principles are that the
whole of the body should be ex-
posed to the sun and air," he
said.

Mr. Grobel, defending, suggest-
ed that the genesis of the case
was in the recent "bottle royal"
that had been going on over sun-
bathing at the Welsh Harp.

"This is a strange society," he
added, "which has peculiar ideas.
They see no evil in the exposure
of the human form, and therefore
I submit that there was no inten-
tion to insult."

Sprenger was fined £10 and £1
5s costs, and the Chairman (Mr.
F. E. Robinson) said: "I sincere-
ly hope that you and your friends
will take this as a warning;
otherwise you will all soon find
yourselves in prison, the proper
place for people holding such
views as you do, in our opinion."

RADIO
TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 855
metres:—

5 p.m.—European Programme
of Columbia Records selected and
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Potpourri.
Aloha Oe.
Nalei O Hawaii.
Royal Hawaiian Band (5229).
(5229).

Sally-Selection.
Regal Cinema Orchestra.
(DX25).

Rio Rita—
The Rangers Song.
I'd rather have a memory of you,
Geoffrey Gwyther & Chorus
(Duet) (DX5).

The Desert Song—Vocal Gems,
Columbia Light Opera Co.
The Desert Song—Piano Medley,
Billy Mayerl (9212).

Why the Town went Dry.
Talking by William McCulloch
(9888).

Nigger Town.
Mississippi Bubble.
Banjo Solo by Ernest Jones
(5583).

What's his Name?
Party Novelty Song by
Tommy Handley (5645).
6 p.m.—Children's Programme.

6.45 p.m.—
Mozart Pianoforte Concert in G,
Ernst Von Dohnanyi (Piano-
forte) and Budapest
Philharmonic Orchestra.

A short description of each
movement of the above Concert
will be given before being played.
7.30 p.m.—A Concert.

Some Silver Moon
(Londonderry Air).
Duet: Dora Labetto and
Hubert Elsdal (9612).

Elegie (Massenet).
Violin Solo by Albert
Sammons (9415).

The Clock and the Dresden Figures,
Ketelbey's Concert Orchestra
(DX27).

King Charles.
Rex Palmer, Baritone (4487).
Chanson (Friml).
Squire Celeste Octet (3897).
Roll on, Thou deep and Dark blue
Ocean—Norman Allin, Bass (9897).
Auld Lang Syne.

Community Singing at
Columbia Factory,
London (4292).
8 p.m.—Chinese Studio Concert.
9 p.m.—Weather Report.
10.30 p.m.—Close Down.

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Mail via Suez closes at 10.30 a.m., November 22.
and via Siberia at 2.30 p.m., November 21.

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Overland China Mail.

A WEEK'S PAPERS IN ONE.

The official announcement of the draft of a Bill
designed to impose an Entertainment Tax in the Colony
as from January 1 next has caused considerable comment.
The provisions of the Bill, together with editorial comment,
appear in the current issue of the OVERLAND CHINA
MAIL.

Yet another piracy occurred during the week, when the
Norwegian steamer Hirundo was attacked and captured
when nineteen hours out of Swatow on her way to Bangkok.
The pirates took the ship to Mira Bay, after ransacking the
officers' and passengers' cabins. Later the ship made her
way to Hong Kong. Full details appear in the OVERLAND
CHINA MAIL.

Of particular interest was the receipt of news that Mr.
Instone Brewer, who was sentenced to a jail term a year ago
on perjury charges, had been exonerated by a Special
Parliament of the Middle Bench in London. The
OVERLAND CHINA MAIL, in reproducing the news, recalls
salient features of the trial in Hong Kong.

Remarkable evidence as to alleged Chinese customs
was forthcoming in a case at the Criminal Assizes in which
a young village girl stood charged with the murder of her
father-in-law. One of the dead men's sons, when asked in
evidence if he were satisfied that his father should have
been killed, expressed his agreement with the murder, which
he considered justified according to custom. The
OVERLAND CHINA MAIL reports the case in detail.

Exclusive news of what is said to be an impending
"boom" in certain local shares is also given in the
OVERLAND CHINA MAIL.

A new programme for the betterment of conditions in
China, issued by Chiang Kai-shek after a conference with
Chang Hsueh-liang, the Mukden War Lord, has elicited
much favourable comment in the foreign Press, who express
the sincere hope that the ideals as set out may be attained.
The OVERLAND CHINA MAIL contains all despatches
relative to the subject.

There is no phase of the life of the Colony or of China
that does not receive attention in the OVERLAND CHINA
MAIL — the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in
other parts of the world frequently
fail to be written even by the most
ardent correspondents. It is a
kindly thought, therefore, to ensure
that those away from the Colony
or folks at Home, should have an
unfailing supply of Hong Kong
and Chinese news every week—by
means of a subscription to the
"Overland China Mail."

Without any trouble of packing
and worrying about the Post Office
on your part, and at the cost only
of \$2.75 for three months, the
"Overland China Mail" will be
sent Home for you every week,
catching the news and special
features from the daily "China
Mail" that make a studied appeal
to people with any interest
whatsoever in Hong Kong, and
done all along. What more could
be desired?

For your folks at Home to re-
ceive this weekly budget, or to keep
yourself posted with affairs during
your absence, all that you have to
do is to drop a note to the "Over-
land China Mail."
The word "Overland" is a re-
minder of the experience behind the
production, it having been pub-
lished since the early days of the
Colony, to be sent OVERLAND
because there was no Suez Canal,
and that was the quickest route
by which to get mail Home. In
the march of time the "Overland
China Mail" has become the most
popular weekly news budget, as it
has been compiled just to suit
present-day requirements, as it has
done all along. What more could
be desired?

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S.S.	Tons	From Hong Kong About	Destination.
KARMALA	9,128	1930 22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	3rd Dec.	Bombay, Marseilles, & London.
*ALPINE	5,273	9th Dec.	Straits, Colombo & Bombay.
*ITALYAN	5,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	29th Nov.	Singapore, Penang & Calcutta.
TAKADA	6,245	3rd Dec.	Singapore, Penang & Calcutta.
SIRDHANA	7,745	25th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,000	29th Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	19th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	5th Dec.	Manila, Townsville, Brisbane, Sydney
ST. ALBANS	4,500	2nd Jan.	& Melbourne.
NELLORE	6,853	6th Feb.	

† Calls Rabaul.

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo,
Cebu, Zamboanga, Tawau, Timor, or other ports en route as in-
dicated on the schedule.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	21st Nov.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	21st Nov.	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	7,745	2nd Dec.	Amoy, Shanghai, Moji, Kobe & Osaka.
RANCHI	16,650	10th Dec.	Amoy, Shanghai, Moji, Kobe & Yokohama.
*TILAWA	10,000	10th Dec.	Amoy, Shanghai, Moji, Kobe & Yokohama.
*PERIM	6,648	16th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	28th Dec.	Amoy, Moji, Kobe, Osaka & Y. Hama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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Town Office: 64, Connaught Road Central, Hong Kong. Tel. 2945.

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Estimates furnished on application.

Hong Kong, April 1, 1924.

JAPAN'S SHIPPING SUBSIDY.

Ship-building Capacity
To Be Reduced.

The total deadweight tonnage
of Japanese tramp steamers of
over 2,000 deadweight tons was,
according to the records of the
Kobe Shipping Association,
3,489,632 tons in July, 1929, of
which only 26,446 tons were laid
up. Since that date, writes Mr.
G. B. Sansom, C.M.G., Commer-
cial Counsellor to the British
Embassy, Tokyo, in a report to
the Department of Overseas
Trade on economic conditions in
Japan, dated June, 1930, the pro-
portion of tramp tonnage laid up
is shown by the following figures:-

1929.	Total tonnage.	Laid up.
August.		
November	3,461,584	26,446
December	3,461,584	62,674
1930.		
January	3,461,584	70,413
February	3,461,584	110,435
March	3,461,584	109,945
April	3,462,266	72,315

The results of the London Naval
Conference of 1930 are also ex-
pected to lead to reduced activity
in Japanese ship-yards (con-
tinues the report) many of which
depend a good deal on orders
placed by the naval authorities.
It is generally recognised that
Japan's ship-building capacity is
for the present too large, and
various measures to reduce it are
being discussed, including reduc-
tion of the number of shipyards,
amalgamation, the writing off by
banks of loans made to ship-
builders, an embargo on the im-
portation of old vessels, the manu-
facture in the ship-yards of ma-
chinery for other industries, and
even the manufacture of motor-
cars.

Loans of Little Help.

In May, 1930, the Government
authorised the Industrial Bank of
Japan to make loans, up to a total
of 5,000,000 yen to shipowners
contracting for cargo vessels of
not less than 5,000 gross tons and
14 knots speed, at the rate of 4 1/2
per cent. per annum, the Govern-
ment to pay to the bank sufficient
to make up the interest to 6 per
cent. per annum; but it is now
obvious that this measure will be
of little help to the ship-building
industry.

Government subsidies to Japa-
nese shipping-lines sanctioned for
the financial year 1930-31 are as
follows:-By the Central Govern-
ment, 10,204,783 yen; Korean
Government, 925,000 yen; For-
mosan Government, 1,675,624
yen; Japanese Saghalien Adminis-
tration, 381,120 yen; Kwantung
Leased Territory Administration,
35,300 yen; South Seas Mandated
Territory Administration, 722,000
yen.

The total sanctioned by the

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the Hong Kong and Kowloon Wharf
& Godown Company Ltd., at Kowloon,
whence and/or from the wharves de-
livery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 18th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
24th instant will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 4th proximo or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
24th instant at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
Bill of Lading will be countersigned
by

DODWELL & CO. LTD.

Agents.

Hong Kong, 18th November, 1930.

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(Australian Newspapers on file)

STEAMER	Dep Hong Kong	Leave Hong Kong	Leave Manila	Dep Sydney
TAIPING	1st Dec	1st Dec	1st Dec	1st Dec
CHANGTE	15th Dec	15th Dec	15th Dec	15th Dec
TAIPING	29th Dec	29th Dec	29th Dec	29th Dec

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Central Government in 1928-29
was 6,838,639 yen and in 1929-30
7,361,000 yen. The other amounts
are practically the same as for the
last two years.

In the appreciation of the gen-
eral economic situation in Japan,
considerable prominence is given
to the action of the new Japanese
Ministry in raising the gold em-
bargo in January, 1930. The re-
port discusses the effect on trade
conditions resulting directly from
the action and from the efforts of
the Government in preparation
for the removal and subsequent
thereto in the form of reduction of
Government expenditure and
limitation of imports.

Unfavourable Conditions.

Apart from the influence attri-
butable to the above action, main
Japanese exports have encountered
unfavourable conditions in
their chief markets. Over 80 per-
cent. of Japan's exports go to the
United States and Asiatic coun-
tries. The financial crisis in the
former, the disturbed conditions
in China, and tariff increases in
India have resulted in a general
trade depression, particularly
marked in the opening months of
this year. The economic situation
is, therefore, discouraging, al-
though this cannot be ascribed to
any fundamental weakness in the
financial and industrial organisa-
tion.

Under the section relating to
exports, considerable information
is given as to the conditions pre-
vailing in Japanese industries,
and particularly as regards silk
and cotton. These reports re-
count the measures taken to assist
the industries in the difficulties
in the difficulties encountered.
Output restriction is still gener-
ally prevalent.

The trade, with Great Britain
represents a comparatively small
percentage of Japan's total trade,
and shows a decrease in 1929 as
compared with 1928. This in part
due to the change in the character
of Japan's import trade in which
raw materials or semi-finished pro-
ducts are increasing to the detri-
ment of manufactured goods. The
section "imports" deals in detail
with the position in a number of
the chief imported products in
which Great Britain is consider-
ably interested, including iron and
steel, woollens, chemical fertilisers
and motor vehicles. Reports on
the condition of trade in Formosa
and Korea are printed as annexes
to the main report. In the latter
territory conditions have suffered
owing to the dependence on finan-
cial conditions in Japan.

SUCCESSFUL TRIAL.

NETHERLAND SHIPBUILDING

CO.'S MOTOR-VESEL.

On September 10, 11, and 12, the
motor mailship Marix van St.
Aldegondse ran successful trials. The
Marix van St. Aldegondse is a
sister-ship of the motorship Johan
van Oldenbarnevelt, which made her
trial trip in March of this year.

The Marix van St. Aldegondse,
the tenth mailship which the Nether-
landsche Scheepbouw - Maatschappij
(Netherlands Shipbuilding Co.), built
for the Stoomvaart Maatschappij
"Nederland", is, together with the
sister-ship Johan van Oldenbarnevelt,
the biggest vessel built in a Dutch
yard up till now. The principal
dimensions are the following:-
Length over all 608ft. 5in., length
between pp. 600ft., breadth 74ft.
5in., depth to D deck 47ft. 5in.,
while when completely loaded her
tonnage will be 24,900.

When the vessel is booked up,
which is often the case with the
Stoomvaart - Maatschappij "Neder-
land", there will be on board 870
first-class passengers, 281 second-

class, 64 third-class, and 60 fourth-
class, a total of 775 passengers, and
the crew numbering 344 there will
be 1,119 persons on board the ship.
The total number of cabins first
class and first or second-first is 197,
including cabins de luxe; second and
second or third-class cabins number
116, third-class 23, and fourth-class
9. Further, there are 79 bath-
rooms.

On board there is a music hall,
smoking saloon, dining saloon,
children's room, and a verandah.
Moreover, for the first-class passen-
gers there is a ladies' hair-dressing
saloon, a shop and a gymnasium.
There is also a swimming bath.

The accommodation, third-class,
consists of a dining saloon and
smoking room. There is also a
printing office on board.

For the safety of the passengers
comprehensive precautions have been
taken. The ship has been divided
into 10 watertight compartments,
and is equipped with 16 lifeboats.

She is propelled by two screws,
each driven by a Schedule-Sulzer
Diesel motor of 7,000 h.p., giving
the ship a speed of about 13 knots.
These motors and other machinery
were installed by Werkspoor, of
Amsterdam.

The complete electrical installa-
tion was supplied by N. V.
Groeneveld van der Poll and Co.'s
Electrotechnische Fabriek, of
Amsterdam.

The ship and engines were design-
ed by and built under the supervision
of the technical department of the
Stoomvaart Maatschappij "Neder-
land."

The vessel was to make her
maiden voyage to the Dutch East
Indies.

HONG KONG TIDE

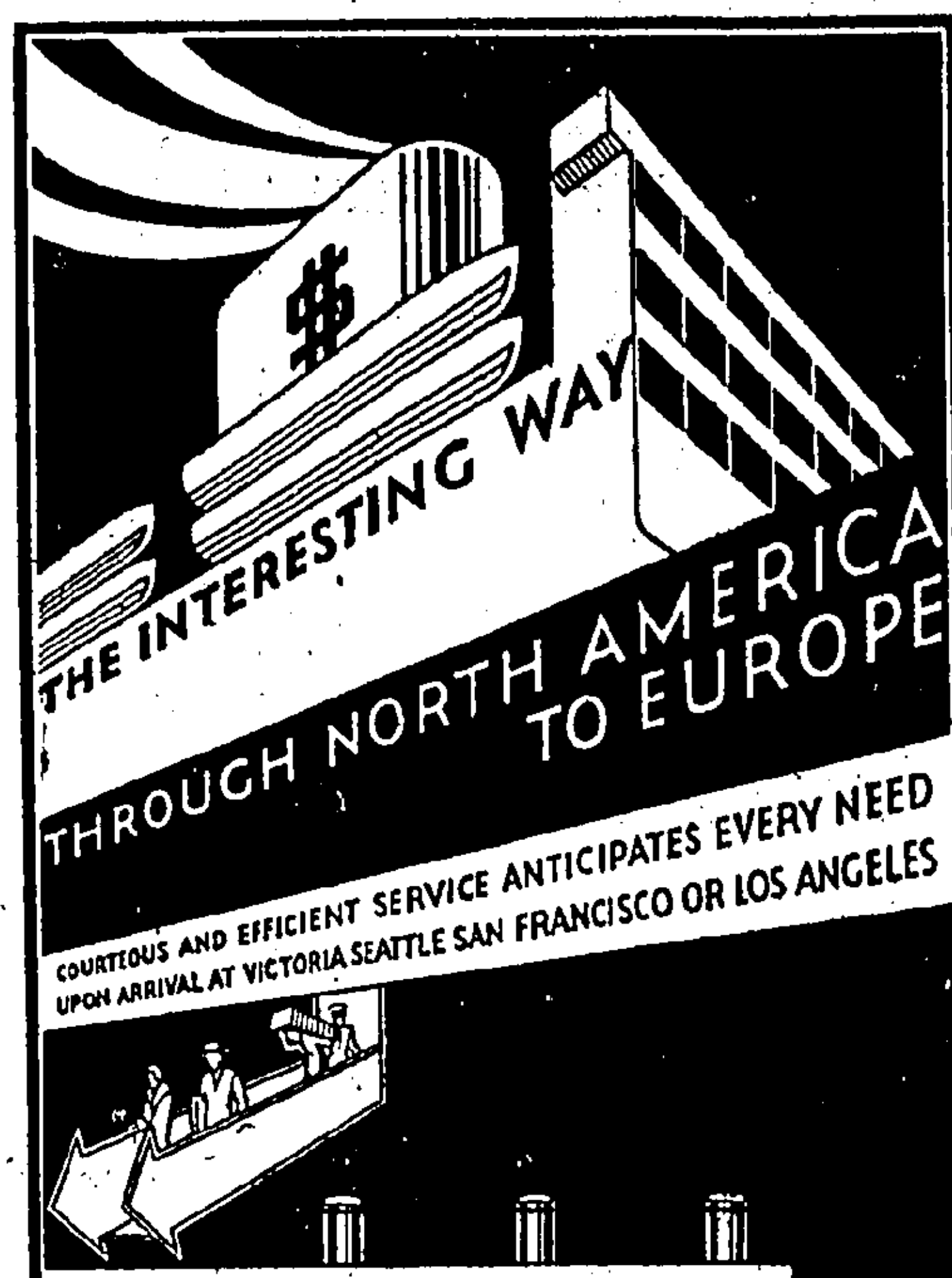
The tide-table given below has been
obtained by aid of the "Tide-predict-
ing Machine," which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Dobson during
the years 1887, 1888 and 1889.

The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

November 20 to 26, 1930.

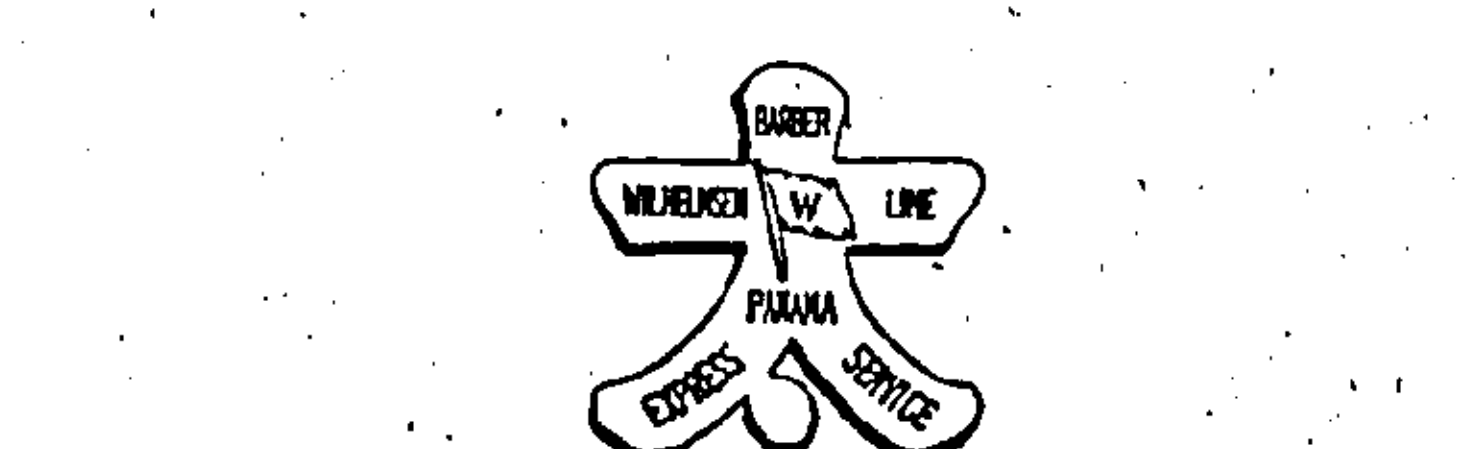
DATE	HIGH WATER	LOWER WATER
	Standard Times	Standard Times
Nov.	Standard Times	Standard Times
Thurs 20	m 10 3 5.5 8 53 a 7.9 m 11 4 5.2	m 2 33 1.6 2 43 a 3.6 m 4 14 1.3
Fri 21	9 21 a 8.1 0 2 a 4.8 9 59 a 8.1	3 15 a 3.3 4 55 1.1 3 41 a 3.9
Sat 22	1 7 a 4.5 10 23 a 8.0 2 15 a 4.4	m 5 40 1.2 4 8 a 4.0 m 6 38 1.4
Sun 23	10 58 a 7.5 11 31 a 7.4	m 7 12 1.3 nor Low W. m 8 20 1.9
Tues 24	Noon 8.0 11 31 a 7.4	nor Low W. m 8 20 1.9
Wed 25	Noon 8.0 11 31 a 7.4	nor Low W. m 8 20 1.9



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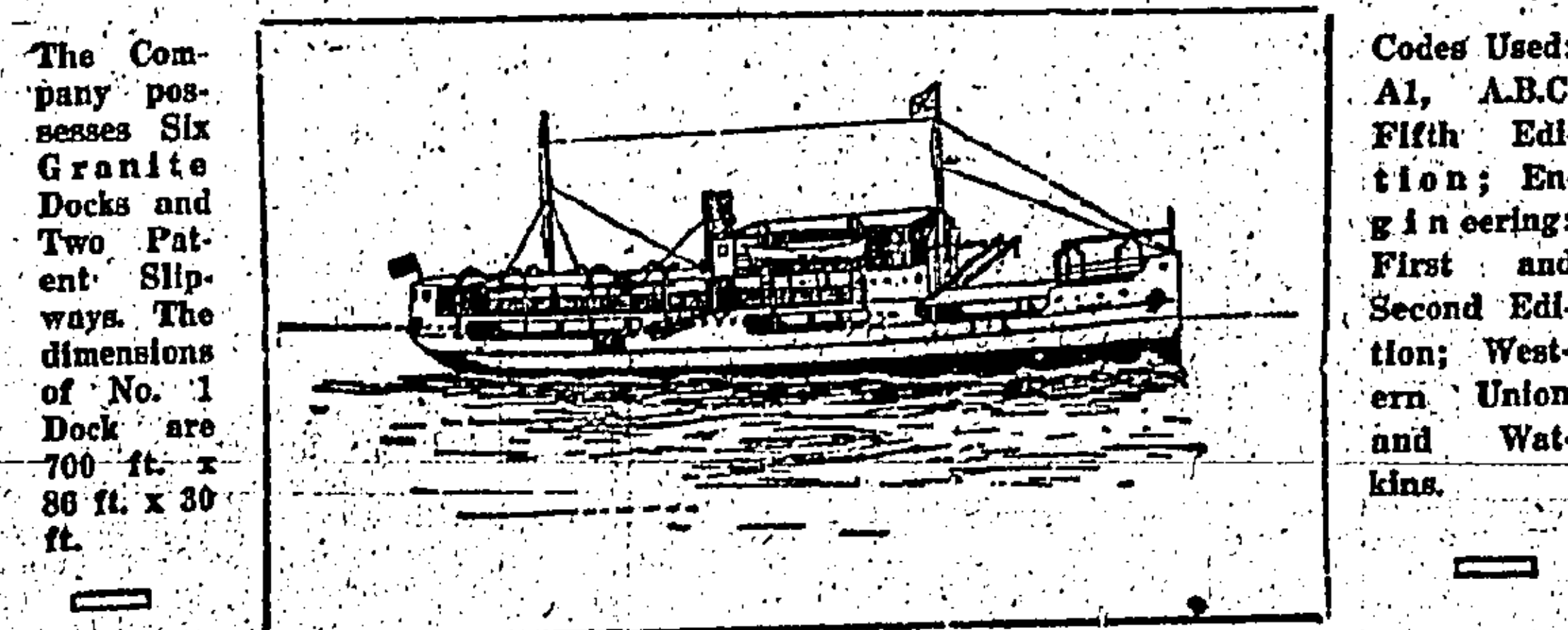
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High Class English Jewellery.

Christmas 1930.

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the bracelet of
FRIENDSHIP is fostered
and new with links of
Good Wishes, and each
year we send our
strengthening contribution
to this Jewel—

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Send your message of
good cheer through the
medium of an attractive
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character and distinction,
will convey to your friends
at home and abroad that
glad message of goodwill.

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Light warm, and reliable.

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\$32.50 & \$45.00 pair

For Medium Size Beds
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\$16.50 pair \$95.00 pair \$150.00 pair.

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HONG KONG.

The China Mail

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Hong Kong, Thursday, Nov. 20, 1930.

CHINA CUSTOMS.

The revelations made in the *China Mail* yesterday in regard to the scandalous manner in which the Chinese Maritime Customs are defrauded of their legitimate revenues, must have come as a surprise to the general body of the public. It has been known for some considerable time, however, by commercial and business sections of the community as well as by the British authorities in Hong Kong, that these illegal transactions have been carried out "under the very noses" of Customs officials. Long and weary negotiations between the former Governor, Sir Cecil Clementi, and the Governor of Canton, as well as with Nanking officials, were pursued with a view to attaining some measure of agreement on this vexing question. The real fly in the ointment, which has proved an unsurmountable obstacle to some kind of local Customs treaty with Nanking, however, has been the fact that the Government of Hong Kong, whilst keenly desirous of aiding Nanking in her campaign to eradicate the corruption of her Customs Service and the unrestricted smuggling of dutiable goods into Canton, with the connivance of the authorities, demands something in return. In exchange for the permission to establish a Customs Station in this Colony, which would entail a certain amount of licence by Chinese officials in respect of shipping entering and leaving the harbour, the Hong Kong Government demands that free access be given to all British commercial shipping to the inland

Chinese eyes, carries the inference that Britain is seeking a species of "roving concession" which would give her a definite hold on the Province, to consent to which would be inconsistent with modern China's ideals of most-favoured-nation treatment and security. Although it is ridiculous to harbour the suspicion that Britain desires anything of the sort, or to conceive that Sir Cecil's motives were other than based upon a fair and equitable determination to lose nothing by such a profitable addition to Nanking's revenues, we can sympathetically appreciate that China, in this as in all negotiations with Western Powers, cannot easily forget the lessons of the past. She may suffer from what is popularly known as an "inferiority complex" in her international relations, but it must at least be granted that she has had some bitter practical experience.

The admission of British shipping to the inland waters of Kwangtung, however, would in the long run prove of enormous financial benefit to Kwangtung, since it would open up fresh centres of trade in China which at present are lying dormant through lack of organisation and encouragement. By such an arrangement these trading centres would be developed to a high degree of commercial efficiency, and at long last an important faction of China's valuable land-locked resources would be opened up to the country, would once more flow with much-needed wealth. Unfortunately, the Governor of Kwangtung is unable to see further than the petty and temporary irritation that such trade might, he fears, engender in his scheme for high taxation. In his he is not only overlooking the commercial future of Kwangtung, or, in the words of his *not* popular, "cutting off his nose to spite his face," but is directly injuring the finances of the whole country by his self-centred attitude.

It has been estimated, in conservative figures, that Nanking losses, approximately \$5,000,000 annually by the evasion of the Customs duties, and it is possible, on some future occasion, that the Chinese Government may make capital out of the fact (which will by then have become a complaint) that Hong Kong is being used as a "smugglers' base" and that no restraint whatever is placed by the Hong Kong Government upon the activities of merchants and others who find it immensely profitable to make the Colony a depot for their nefarious trade.

The diplomatic aspect of the matter is even more serious than one might at first accept it to be, for upon it turns the whole question of British commercial prestige in the Orient. The Government of Hong Kong, which, no doubt, has fully realised the gravity of this, has made earnest endeavours to reach agreement with Nanking on the suggestion to open a Customs Station in the Colony, which would very considerably alleviate the problem and wholly shift the responsibility on to the shoulders of the Chinese authorities. It is greatly to be regretted, therefore, that the Government of Hong Kong, in its

day, should have resulted in the matter being held in abeyance. We feel confident, however, that if and when the question is raised in the British House of Commons (as the result of publicity given in the Press), the Labour Government will be only too anxious to urge the establishment of a Chinese Customs Station in Hong Kong, and thus help to remove a disagreeable slur on British prestige in Far Eastern waters.

News in Brief.

Mr. M. F. Key, Secretary of the General Chamber of Commerce, and Mr. C. M. McDonald, formerly of Hong Kong are on their way back to the East via Siberia.

After, it is alleged, committing a larceny at a house at No. 88 Kung Shing Street, a Chinese named Fung Yat-cho (23), unemployed and with no fixed abode, fell from the third floor of house No. 86, injuring his head, legs and arms. He was sent to the Government Civil Hospital.

Whilst a workman was engaged on the new King's Theatre (Old Yee Sang Fat Building) yesterday he lost his footing and fell from the second floor to the ground below. Fortunately, his fall was broken by the scaffolding, but he sustained severe bruises and shock, and had to be removed to the Government Civil Hospital.

Ho Shek-wai, composer of the Ling Ching Printing Company, residing at 10, Lock Hing Lane, reported to the Police that at about 10 o'clock last night, whilst walking in Tung Fong Street, Kowloon, two men, one of whom was armed with an instrument like a knife, held him up, and threatened him. They stole a jacket and 40 cents, the total value being \$4.40.

The staff of Messrs. Lane, Crawford, Limited made the presentation of a handsome cocktail shaker and glasses, with a cut glass decanter, to Mr. Hubert Overy yesterday, on the occasion of his impending marriage to Josephine Dunnett, who is on her way to Hong Kong. Commenting on the 18 years that Mr. Overy had been connected with the firm, Mr. A. W. Brown, (Secretary) said that he had great pleasure in calling on Mr. H. E. Scriven, as the oldest member of the staff, to hand over the gift. Mr. Overy suitably replied.

Congratulations of his numerous friends to-day be extended to Mr. Robert John Everest, Inspector of Works, Public Works Department, who has completed 21 years' service with the Government. Exactly 21 years ago to-day Mr. Everest was appointed Second Class Overseer, becoming First Class Overseer on August 16, 1914. In October, 1919, he was mentioned in a War Office notice for valuable services rendered in connection with the Hong Kong Defence Corps. His appointment as Inspector of Works was gazetted on April 1, 1925.

AU TAU MURDER.

CROWN WITHDRAWS THE PROSECUTION.

NOLLE PROSEQUI.

At the Assizes this morning, when the hearing of the Au Tau murder case was scheduled, Pun Chiu-ling, accused, was not in the dock.

Mr. Somerset Fitzroy, for the Crown, stated that after consultation with the Attorney-General, a *nolle prosequi* had been filed. The Crown would not proceed further with the case, nor would they bring up Tang Yung, also charged with the murder.

The Acting Chief Justice, (Mr. J. R. Wood), said in discharging the jury:—You will notice there is no prisoner in the dock.

The Attorney-General, who originally brought these proceedings, has seen fit to intervene. You have heard the evidence in this case, and I think that both you and I are in concordance.

I have heard the confession read, and formed the opinion that it would be unwise to accept that confession as a true statement of what took place.

Yesterday's Proceedings.
At the resumed hearing yesterday afternoon, after Detective Inspector Doring had given evidence, the accused was put in the witness box. After hearing her evidence, His Lordship held that no threat had been used. He directed that the depositions should be read out.

The girl's statement amounted to a confession that she, together with her mother-in-law, attacked the man and beat him to death. Mr. Fitzroy asked His Lordship at this stage to adjourn the case, as he wished to consult the Attorney-General on the question of entering a *nolle prosequi* against the prisoner, and also against Tang Yung, the other prisoner on the charge. The hearing of the case was adjourned to to-morrow.

WEDDING.

DAUGHTER OF BRITISH CONSUL-GENERAL.

PICKFORD-GILES.

An unusually beautiful wedding was solemnised at All Saints' Church on October 28 when Miss Rosemunds Saint Giles, became the bride of Mr. Harold Langley Pickford. Miss Giles is the daughter of H. B. M. Consul-General, Mr. Lancelot Giles, C.M.G. and Mrs. Giles and incidentally is the daughter of the British Representative, Mr. Charles Pickford, a London architect who is associated with Sir Aston Webb, is connected with the Hong Kong and Shanghai Banking Corporation in their Shanghai office and was previously stationed in Hankow where the romance which led to the ceremony had its beginning.

Miss Giles was given away by her father, and was attended by Miss Aileen Adair and Miss Evelyn Young as bridesmaids while little Miss Pamela Rice and Master Brian Ogden served as train-bearers. Mr. Pickford was attended by Mr. A. G. Cameron as Best Man. The ushers were Messrs. J. R. Masson, A. W. Douglas and L. Irwin. The organ was played by Mr. H. F. Baker. The Rev. C. W. Scott, Chaplain of All Saints', officiated at a fully choral service. Special hymns had been chosen which were "Gracious Spirit, Holy Ghost" and "Now Thank We all Our God" while the 23rd Psalm was sung by the choir and congregation.—P. & T. Times.

NANNING'S THREAT.

KWANGSI REBELS TO JOIN IRONSIDES.

Canton, Yesterday.

In anticipation of a serious attack on Nanning by the 8th Route Army, the Kwangsi insurgents under Li Tsung-jen, Pei Hsueh-shi, and Yang Teng-fei have fallen back to Yen-lung on the Tso Kiang (Left River), intending to join forces with the Ironsides under Chang Fat-kuei, for the express purpose of threatening the border of Yunnan, leaving 3,000 troops under Wei Yun-chung in guarding Nanning. Should their invasion of Yunnan fail, they will retreat to Posh, which is considered their base reached.

In spite of the intervention of the peaceful movement to terminate the Kwangsi war by Generals Wu Puh-nan, Ma Hui-chun and Wu Ting-yang, no definite decision has yet been reached.

Three Steps For Peace.

It is understood that the mediators have adopted the three following steps: (1) To advise Li Tsung-jen, Pei Chung-hsi, Hang Shao-hung and Chang Fat-kuei to retire and go abroad with travelling expenses paid by the Government; (2) To reorganize the Ironsides Kwangsi troops with the same treatment meted out for them as that for other Nationalists; (3) To send delegates to meet the insurgent leaders in Nanning and Liuchow, arranging a suitable place for representatives of the two contending parties to meet and to solve all the outstanding problems. Should the above steps taken be ignored, the 8th Route Army would resume to continue their pressure against the insurgents.—Canton News Agency.

DYE STUFFS ACT.

TO SAFEGUARD INDUSTRY BY LICENSING.

London, Yesterday.

In the House of Commons to-day, the President of the Board of Trade, Mr. William Graham, announced that the Dye Stuffs Imports Regulation Act of 1920 would be allowed to lapse at the appointed date, January 15. He declared that the object of the Act had been attained, namely, to safeguard the industry by the system of prohibition subject to licensing.—Reuter.

Foreign Competition.

Rugby, Yesterday.
The President of the Board of Trade announced that the Government had decided that, as the object of the Dye Stuffs Act had been attained, it should lapse on January 15 next. The Act provided for the safeguarding of the dye-making industry by a system of prohibition subject to licensing, and it was expressly provided in the Act that it should continue in force for a period of 10 years and no longer.

A recent committee showed that the industry had now reached the stage at which it was capable of a meeting a very large proportion of the requirements of dyestuff users in the United Kingdom and of carrying on an increasing export trade, and that manufacturers had indicated their ability to meet normal foreign competition in respect of prices. It thus appeared that the object of the Act had been attained in the 10 years it had been in force.—British Wireless Services.

IN REDS' HANDS.

NO CONFIRMATION OF HONG KONG REPORT.

NO NEWS SINCE MAY.

Peking, Yesterday.
The German Legation here has no confirmation of a Hong Kong report of the death of the German missionary, Rev. E. Fischle, but states that three Basel missionaries, the Rev. Fischle, M. Kelpner and E. Walter (a Swiss), were captured by bandits in the Kayingchow district on August 17, 1929. Mr. Kelpner was separated from the other two in September of that year and freed on February 3, on the payment of a ransom of about \$5,000, by the Basel Mission at Kayingchow.

The Chinese authorities sent several expeditions from Kayingchow against the bandits, in attempts to obtain the release of the other two, but the bandits carried the missionaries into the very mountainous district of Fungshan, in Eastern Kwangtung, and efforts to release them failed. Last news of the missionaries was received in May when a letter arrived at the Legation from them.

Bandits control most of the districts in the hinterland from Swatow, where most of the German mission stations are in the hands of the "reds." Only Wuping and Shanghai (Fukien) remain quiet. The German sisters from there have come to Swatow for safety, but several German male missionaries are working in the midst of great dangers, as in many places, the "reds" have disarmed the local militia and dominate the situation.

[The Hong Kong agents for the Basel Mission last week received a letter that had been written by the two missionaries. It was dated October 24, and in it, the men stated that they were in a sorry plight, as a result of malaria and kidney trouble, and added that they did not think they could hang out much longer. The letter was accompanied by a demand from the bandits' chief for a ransom of \$10,000.]

Irish Captive.

Shanghai, Yesterday.
The Very Rev. C. Tierney, Superior of the Irish Mission of St. Columban, at Kienchang, 80 miles south-east of Nanchang, (Kiangsi), has been captured by a Communist band. No details of his kidnapping are available.

This makes a total of 24 foreign male and female missionaries, who are held captive by bandits and Communists.

18 Missing in Hunan.

Shanghai, Yesterday.
Reports from Hunan state that the influx of bandits and Communists from Kiangsi is making conditions in Hunan worse. The Augustinian Mission headquarters here state that 18 out of 33 missionaries in Hunan are at present missing. Conditions are now the worst since the Augustinians went into the province half a century ago. The fact that so many are missing, however, does not necessarily mean that all have been captured, as it is believed that some are hiding, and others by devious routes are finding their way to Hankow.

Among those in hiding is Bishop Carbajal. The Augustinian Mission property in Pingkiang, Huaiyang, and Lichow was recently looted, when those towns were captured. At Lichow Fathers Tassaro and Leopoldo were captured, but seven Chinese sisters fled with 300 orphans under their care.

Father Fernandez, who was captured four months ago in Nanchang, is still a captive. With him are two American missionaries, whose names are not known.—Reuter.

Red Leader's Wife's Fate.

Changsha, Tuesday.
Yang Hua-song, wife of the Communist leader Mao Tsak-tung, who was arrested in Hunan last month, was executed yesterday by order of the Hunan Bandit-Suppression Headquarters.—Canton News Agency.

Constable Akers was at Grays, Essex, presented with the Chief Constable's Merit Badge for arresting three thieves by handcuffing two together and tying the third to his companions with a handkerchief.

Ten Years Ago.

[From the "China Mail" of November 20, 1920.]

To-day's dollar is worth 3/8 1/2.

The wedding was solemnised at the Union Church, Kennedy Road, this morning, of Miss Mary King Tyre to Mr. Andrew Todd Hamilton, increasing export trade, and that manufacturers had indicated their ability to meet normal foreign competition in respect of prices. It thus appeared that the object of the Act had been attained in the 10 years it had been in force.—British Wireless Services.

Mr. J. Ralston was best man.

OUR FIRE FIGHTERS.

DEMONSTRATION BEFORE TWO GOVERNORS.

LIFE-SAVING AWARDS.

There was a large attendance, including their Excellencies Sir William Peel, K.B.E., and Senhor Tamagnini de Sousa Barbosa (Governor of Macao), at the annual drill display of the Fire Brigade, which took place in the compound of the Central Police Station yesterday.

The Band of the St. Louis Industrial School played selections, and, on the arrival of their Excellencies, played the British and Portuguese National Anthems. Sir William Peel, accompanied by the Chief of the Fire Brigade (the Hon. Mr. E. D. C. M.G.), inspected the firemen, who appeared at their smartest. Sir William later distributed prizes to the successful competitors during the display.

Before the display, a pleasing ceremony was performed, when the Fire Chief presented four Chinese seamen with the Bellini Medal for bravery. He hoped that many more of the Chinese community would follow their splendid example.

The recipients were:—
Chan Tai (Bronze Medal and \$20), owner of Junk No. T-2629-II, awarded the Bronze Medal and the sum of \$20 for rescuing the crew of Junk No. T-5531-II which overturned when at anchor in Belcher's Bay. Steam launch Sun Tai responsible for the overturning.

Leung Wing (Bronze Medal and \$5), seaman on board the Ferry Launch Man Chi, awarded the Bronze Medal and the sum of \$5 for rescuing from drowning a man who had jumped overboard in an attempt to commit suicide.

Tam Shing (Bronze Medal and \$10), seaman on board the Ferry Launch Man Sang awarded the Bronze Medal and the sum of \$10 for rescuing a Chinese woman who had jumped overboard in an attempt to commit suicide. Tam Shing is an elderly man and the rescue was entirely due to his efforts.

Leung Lu (Bronze Medal and \$5), seaman on board the Ferry Launch Man Shun awarded the Bronze Medal



"Give us a bob for a bit of food."

"How can I? I've got both my hands full."

"Oh, just tell me which pocket it's in."

Smith's Weekly, Sydney.

and the sum of \$5 for rescuing a Chinese male who had jumped overboard in an attempt to commit suicide.

On calling on Mrs. Wolfe to present Royal Life Saving Society certificates and Medallions, Mr. Wolfe in his capacity of Inspector-General of Police, commented on the very encouraging figures shown in the Police list, and paid a high tribute to their gymnastic instructor, Sergeant R. J. Hunt, who was entirely responsible for the successes. He congratulated Sergeant Hunt most heartily on the success which had attended his untiring efforts. (Applause.)

The following were the recipients:—

Instructor's Certificate.—A.P.S. A. 153 Fell, A.P.S.A. 118 Boffin, L.S.A. 63 Howarth, Corpl. B. 321 Ali Mohamed.

Certificates and Bronze Medallions.—Inspector Stinson, L.S.A. 193 Clark, L.S.A. 154 Harris, L.S.A. 145 Gibbling, L.S.A. 73 Wood, L.S.A. 50 Mattinson, P.C.B. 547 Ali Mohamed, P.C.B. 598 Jager Khan, P.C.B. 605 Abdul Majid, P.C.B. 605 Abdul Majid, P.C.B. 109 Khadi Mohamed, P.C.B. 328 Gul Mawaj, P.C.B. 541 Rattan Singh, P.C.B. 571 Hazara Singh, P.C.B. 109 Chan Wing, P.C.C. 431 Lai Shing, P.C.C. 210 Leung Lam, P.C.C. 511 Lu Lok, A.S.P. (R) Mr. Strickland, P.C.R. 215 Faisal Mohamed, P.C.R. 295 Mohamed Ramzan, P.C.R. 250 A. Hamid, P.C.R. 333 A. W. Mooney.

Fire Fighting Methods.

Under the command of Mr. H. T. Brooks (Superintendent), Mr. G. C. Moss (Station Officer, Kowloon) and European subordinate officers, the display was carried out very smartly. Fire-fighting methods, ranging from the use of hand pumps and jets to such as the Foamite Fireteam, were demonstrated. Two tanks of petrol were set ablaze in the compound, and were extinguished in rapid time. Particularly interesting to the spectators was the rescue of people from a burning building, the firemen utilizing the jumping sheet, Davy life escape, and canvas chute. The last-named method showed the advantage of escape from buildings such as hotels, hospitals, and asylums, where the escape of persons may be frustrated or cut off by the absence of enclosed fire-protected staircases or other fire-protected means of exit.

The programme included a number of drills, which the firemen executed in very fast time.

The programme closed with "Daisy Call," in which three fire-fighters took part. The Peak fire-fighter motor fire cycles, under the direction of Stewart Logan, gave an exhibition of the use of the chemical engine on a small fire, and of the fire-fighter's water pump.

HORTICULTURE.

ELECTION OF OFFICERS OF SOCIETY.

DR. HERKLOTS'S SUGGESTION

Mrs. R. M. Dyer presided at the annual meeting of the Hong Kong Horticultural Society, held in the board room of Messrs. Jardine, Matheson, last night. Officers elected for the ensuing year were:—

President, H.E. Major-General J. W. Sandilands, Vice-President, Mrs. R. M. Dyer; Hon. Secretary, Mr. J. T. Bagram; Hon. Treasurer, Mr. A. Tse.

General committee.—Dr. J. A. C. Herklot, Lieut.-Colonel T. H. Robertson, Mrs. R. E. Hoare, Messrs. H. B. L. Dowbiggin, H. Green, J. P. Robinson, F. W. Stapleton, Ho Kom-tong and Ho Leung.

Dr. Herklot made the suggestion that occasional notes be prepared and circulated to members. He pointed out that there were members who would be interested to learn of certain rare plants or exchange specimens with other members who had had experience of any particular plant. He offered to donate \$200 toward a fund for that purpose.

APOSTOLIC PRELATE

RECEPTION IN CATHOLIC YOUNG MEN'S CLUB.

In the Chinese Catholic Young Men's Club, Mission House, Calne Road, last evening, the Chinese Catholic community gave a farewell reception in honour of His Excellency Mgr. C. Constantini, the Apostolic Delegate to China, who is returning North.

The gathering included Their Lordships Bishop H. Valtorta, Bishop Desvazieres, the Rev. Bro. Almar, Director of St. Joseph's College, the Jesuit Fathers, Mr. Simon Tse Yan, Mr. Robert Chao, and the heads and members of the various Catholic missionary bodies, the Catholic Clubs and Institutions.

Mgr. Constantini was introduced by Bishop Valtorta. Mr. Simon Tse Yan extended a hearty welcome to the Apostolic Delegate on behalf of all present, who spoke in Latin, expressed thanks, deprecating the tributes paid to his work and observing that what small services he had been able to render could not have been achieved without the help of the layman and the individual.

A fine programme of entertainment and a Chinese sketch were greatly enjoyed.

FOREIGN MISSIONS.

"AT HOME" IN CATHEDRAL HALL.

Speaking at an "At Home" of the Victoria Diocesan Missionary Association held in St. John's Cathedral Hall yesterday, Dr. H. D. C. Rice, M.R.C.S., of Nanning, gave a first-hand account of the attack on Nanning some months ago. With the assistance of a map, he gave a vivid description of the fighting.

Mr. P. S. Cassidy, in the chair, gave Dr. Rice an introduction to those present, and announced that the Rev. N. V. Halward, M.C. (Diocesan Chaplain), who was to give the principal opening address, was unable to be with them as he was ill. The Very Rev. Dean A. Swann, D.S.C., and the Rev. W. Walton Rogers spoke.

NOT POLICE-STATION

POWERS OF REVENUE OFFICERS.

An important ruling in regard to the powers of Revenue Officers to detain suspected persons was made by Mr. Lindsell, in the Central Police Court yesterday, when he held that the Imports and Exports Office was not a Police station, and that the officers had no authority to detain a person, although they possessed powers of arrest.

At the conclusion of the case against two men, who were charged, the proprietor was fined \$1,000 on four different counts and the two men discharged.

Three men, including the proprietor, of another distillery then appeared before His Worship on similar offences and, on Mr. Lo entering a plea of guilty on behalf of the proprietor, the other two men were discharged. The proprietor was fined \$1,000.

per of drills, which the firemen executed in very fast time.

The programme closed with "Daisy Call," in which three fire-fighters took part. The Peak fire-fighter motor fire cycles, under the direction of Stewart Logan, gave an exhibition of the use of the chemical engine on a small fire, and of the fire-fighter's water pump.

MONEY LEFT.

GENEROUS PROVISION FOR A HUSBAND.

ALL EXPENSES PAID.

Li Lau-shi (or Lee Lau-sze), alias Lau Kam-chun, (or Jan), described as a concubine, who died at 28, Eastern Road, 1st floor, on September 19 last, left estate to the value of \$22,500. Probate of the will has been granted to Li Kwanying, alias Hung Li-shi, married woman, and Hung Siu (or Sui)-cheung, merchant.

By the provisions of the will the husband is provided with sufficient money from certain trust funds to ensure him with food, clothing, lodging and medical treatment, together with a medical attendant to look after him. Upon his death it is directed that his funeral expenses shall be paid from the income of the same funds.

"MIDDLE WATCH."

MATINEE PERFORMANCE A SUCCESS.

Yet another successful performance of "Middle Watch" was given by the A.D.C. at yesterday's matinee in the Theatre Royal. It is impossible to speak too highly of the portrayal of the characters and throughout the performance one lives in an atmosphere of naval life.

The inimitable humour of the Navy is well taken by Oscar Eager and Robert Charles and the countless situations in which Fay Grossman, Beryl Squance, Gerald Bennett, George Holt, and Rupert Foster figures largely, form an uproariously amusing entertainment.

HIGHLY COMMENDED.

The Inspector-General of Police has expressed to the Commissioner of St. John Ambulance Brigade his keen appreciation of the public-spirited action of Mr. Wong Chong-pang, a member of the Brigade, Mongkok Division, in chasing and arresting a bag snatcher at the junction of Queen's Road Central and Chinese Street, on October 22. Next day, before Mr. E. H. Williams, Magistrate, the defendant was sentenced to nine months' hard labour and fifteen strokes of the birch.

The Magistrate highly commended Mr. Wong for his smart capture of the snatcher. Had it not been for the alertness of Mr. Wong, the defendant might very well have got clear away.

NEW ADVERTISEMENTS

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONG KONG.

MR. GEORGE BUCHANAN will read a paper on 'CALORIMETRY IN RELATION TO PULVERIZED COAL' in the Institution at 5.45 p.m. on FRIDAY, December 5, 1930. Mr. R. M. DYER, C.B.E., B.Sc., M.I.N.A., will preside. Admission Free.

THEATRE ROYAL

WEDNESDAY, 26th November, 1930. at 9.15 P.M.

CONCERT

Arranged by Mr. F. MASON, A.R.C.O., L.T.C.L., in aid of THE TUNG WAH EASTERN HOSPITAL.

THE HONG KONG ORCHESTRAL SOCIETY.

Assisted by Mrs. R. H. Gregory (Dramatic soprano), Mrs. Snowden Jones (soprano), Mrs. F. T. Portallion (contralto). Under the distinguished patronage of His Excellency the Governor and Lady Peel.

Admission: \$3, \$2 & \$1. Booking at Anderson's Music Store.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction

ON SATURDAY, November 22, 1930, commencing at 11 a.m., at their Sales Room, Duddell Street.

A Quantity of JAPANESE PORCELAIN.

Comprising:—Vases, Incense Burner, Bowls, Plates, Jars, Figures, etc. Terms:—Cash on Delivery.

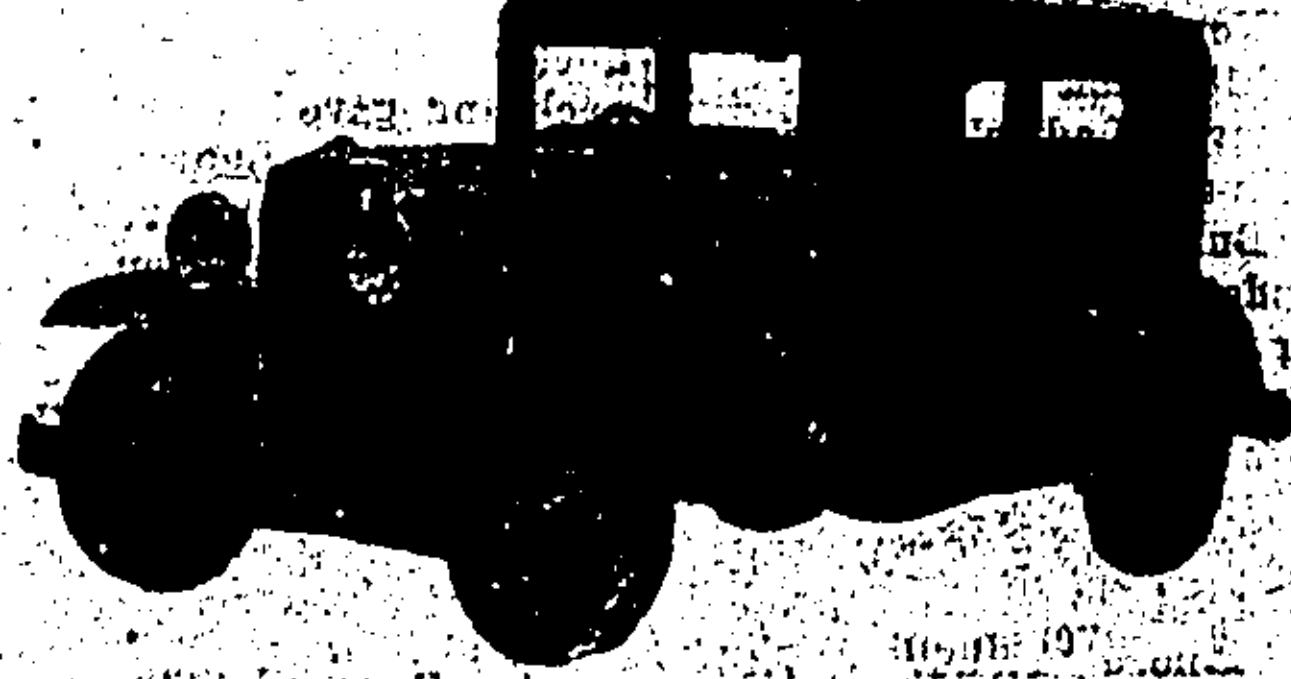
LAMBERT BROS., Auctioneers. Hong Kong, November 19, 1930.

ONLY TWO WEEKS REMAIN

BUY YOUR TICKETS NOW

AND WIN THIS CAR

MARQUETTE DE LUXE FIVE SEATER



TICKETS \$3 EACH
PROCEEDS IN AID OF THE SOCIETY OF ST. VINCENT DE PAUL FOR RELIEF OF THE POOR OF HONG KONG.

TICKETS MAY BE OBTAINED AT:—ANDERSON'S MUSIC SHOP, BLUE BIRD CAFE, BREWER'S BOOK STORE, BRUNSWICK HOUSE, CLOVER SHOP, DRAGON MOTOR CAR CO. LTD., GRACA & CO., HONG KONG USED CARS LTD., KAYAMALLY & CO., PIONEER SILK STORE, STAR STORE, & VARIOUS CLUBS.

REMEMBER THE AL FRESCO FETE SUNDAY, DECEMBER 7th.

NOTICE.

A SALE OF WORK will be held in aid of M.C.L. and Local Charities on SATURDAY, December 6 by students of the C.M.S. Associated Schools (St. Stephen's Girls' College & Fairlea) in the College Hall, Lyttelton Road, from 11 a.m. to 6 p.m.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of November, 1930, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sals.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
1	Indian Lot No. 3098 Between Indian Lot No. 322 and Lot 312, Yik Yam Street.	Am	per	sale	plan.	2,000	12		

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of November, 1930, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.								
No. of Sale	Right No.	Locality.	Boundary Measurements			Contents in Sq. yds.	Annual Rental	
			N. E. W.					
			ft.	ft.	ft.	about		
			As per sale plan,				12,000 84	

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Sport Columns

SCHOOL'S ATHLETIC MEETING.

Fourth Annual Event at Causeway Bay.

GAP ROAD SCHOOL.

The fourth annual athletic sports meeting of the Gap Road Government School will be held to-morrow on the Queen's College Ground, Causeway Bay, commencing at 10 a.m. A large gathering of former pupils and relatives are expected to be present during the day and a thoroughly enjoyable meeting is anticipated.

At the conclusion of the day's sport Mr. G. P. de Martin will distribute the trophies. An interesting point regarding the determination of senior and junior people is the judgment by height. Those above five foot are senior members and those not touching that height are juniors.

Officials.
General Committee—Mr. Lo Yuk-lun (Chairman); Mr. A. R. Sutherland, Mr. Lo Shiu-hok, Mr. Tang Tsok-sun, Mr. Tam Tak-chuen, Mr. Leung Yuk-tong, Mr. Ngan Kwan-yue, Mr. Cheung Shiu-kam, and Mr. Ng Shiu-shung.
Reception Committee—Mr. Lo Yuk-lun, Mr. Tang Tsok-sun, Mr. Pang Kwok-ye, and Mr. Wong Tsok-mui.

Starters—Mr. Leung Yuk-tong, Mr. Tam Tak-chuen, Mr. Ng Shiu-shung, and Mr. Lo Pun-shing.
Judges—Mr. A. R. Sutherland, Mr. Lo Yuk-lun, Mr. Yik Chan-ping, Mr. Cheung Shiu-kam, and Mr. Ngan Kwan-yue.
Time-keepers—Mr. Lo Shiu-hok, and Mr. Mok Nai-kin.
Record-keepers—Mr. Cheung Shiu-kam and Mr. Woo Ho-tak.
Adjusters—Mrs. Wong Tak-yin, Mr. Fung Choi-po, Mr. Chan Yuen-kwong, and Mr. Lam Wah-wan.
Hon. Secretary—Mr. Leung Yuk-tong.

List of Events.
Senior High Jump; Junior High Jump; Flat Race (50 Yds. Under 4' 6"); Senior Long Jump; Junior Long Jump; Junior 100 Yards and Senior 400 Yards (Flat Race); Junior 50 Yards (Three-legged Race); Senior 75 Yards (Three-legged Race); Open 200 Yards (Flat Race); Senior 75 Yards (Sack Race); Junior 50 Yards (Sack Race); Senior 75 Yards (Egg & Spoon Race); Junior 50 Yards (Egg & Spoon Race); Senior 75 Yards (Obstacle Race); Junior 50 Yards (Obstacle Race); Open 75 Yards (Candle Race); Open 75 Yards (Thread & Needle Race); Open 200 Yards (Football Race); Open 400 Yards (Past Pupils Race); 800 Yards, Team Race (District Schools, 4 a side); 400 Yards, Team Race (Inter-Class, 4 a side); Inter-Class Tug of War.

FOOTBALL.

KOWLOON TEAMS FOR SATURDAY.

The following have been selected to represent Kowloon Football Club versus R.A. at K. F. Club ground, kick off at 4.15 p.m. on Saturday:—

Angus, Martin, Pils; Downman, McKelvie, Bliss; Moss, Simpson, Gillet, Hedley and Innon.
2nd Eleven, versus Navy, on Navy ground, kick off 2.45 p.m.—

Angus, Penny, Eastman; Everett, Gilchrist, Sullivan; White, Davies, Spary, Cotton and Bickford.

HOCKEY.

CLUB "A" TEAM FOR TO-MORROW.

The following have been selected to play for the H. K. Hockey Club "A" team against the Club de Recreo at 5 p.m. to-morrow.

R. W. Spared; T. R. Rowell, G. A. L. Plummer; H. O. Davies, M. G. Mills, R. D. Beaumont; S. J. H. Fox, Anderson, L. G. Frost, R. G. Edwards-Jones and J. B. Napier.

Proficiency, and a silver medal for proficiency, a gold medal and certificate of merit for his record abdominal raises, and a certificate of merit for a dead lift of 351 pounds, performed last evening.

C. Chanatong was given a certificate of merit for an abdominal raise of 65 pounds, one pound below the record; and a certificate and silver medal for proficiency. Lo Koon-kan and F. R. Marcal were awarded certificates and silver medals for proficiency, while Lo Koon-kan received a further certificate of merit for a two hands military press of 110 pounds.

The prizes were given away by Dr. Arthur W. Woo, and Mr. J. H. Lawrence.

Certificates were presented to the pupils for various feats accomplished during the year. The prizes were presented with ceremony by Dr. Arthur W. Woo, presenting the silver cup.

EXHIBITIONS OF STRENGTH.

Weight-Lifting Contest Last Night.

RECORD HOLDER'S CUP.

Speaking at the first annual weight-lifting competition which was held yesterday, Dr. Arthur Woo, in his appeal for the support of the Maurice Physical Training Institute, detailed the advantages to be derived from physical health. Dr. Woo summarised Prof. Maurice's remarks.

Our Sports Diary

LOCAL.

Hockey — To-day — "R.S.C. v. H.K. & S. Brigade. Marina ground, 5 p.m.; Hockey Club v. Women's Club, 3.15 p.m.; Y.M.C.A. v. Naval and Military Y.M.C.A., 4.30 p.m.

To-morrow — Hockey Club "A" v. Club de Recreo, 5 p.m. Racing — Monday — Jockey Club — Half-yearly General Meeting, 5.15 p.m.

November 29 — Eleventh Extra Race Meeting.

Cricket — To-day — Oxford v. Cambridge, H.K.C.C. Ground, 2 p.m.

Saturday — Division I. — Navy v. Indian R.C. (L.); Civil Service v. Hong Kong C.C. (F.); Division II. — Police v. Indian R.C. (L.); Recreio v. Craigengower C.C. (F.); R.A.S.C. v. Royal Signals (F.); Civil Service v. Hong Kong C.C. (F.).

Athletics — To-morrow — Gap Road Government School Sports, 10 a.m.

Lawn Tennis — To-morrow — Ladies' Singles Championship final, U.S.R.C., 3 p.m.

Saturday — Exhibition at C.R.C. "At Home", 2.30 p.m.

Polo — To-morrow — Green Howards v. Polo Club, 4 p.m.

Football — Saturday — First Division — Chinese v. Police; Kowloon v. Royal Artillery; Navy v. Club; Recreio v. Somersets; Argylis v. South China; Second Division — University v. Argylis; Navy v. Kowloon; St. Joseph's v. Recreio; Somersets v. Eastern; South China v. Club; Royal Artillery v. Chinese; Third Division — R.A.S.C. v. Royal Air Force; Somersets v. Chinese; Ewo v. South China.

Christmas Day — Sunday Herald Charity Cup — Scotland v. England.

Boxing Day — Sunday Herald Charity Cup — China v. Portugal.

Golf — Sunday — K.G.C. Championship Second Round; R.H.K.G.C. — Club Championship, Jasper Clark Cup, and special competition on New Course.

November 30 — Kowloon Golf Club, Junior Championship, qualifying round.

December 1 — R.H.K.G.C. — last date for first round of Governor's Shield.

Ping Pong — To-day — Lai Yiu-cheuk v. Lai Pui-lum; Leung Lin-chuen v. Mok Hing-woon, Kowloon Chinese, Y.M.C.A., 7.15 p.m.

Sunday — Ladies' Championship Final, South China A.A., China Building.

Monday — Lai Yiu-cheuk v. Leung Lin-chuen; Mok Hing-woon v. Lai Pui-lum, Kowloon Chinese Y.M.C.A., 7.15 p.m.

November 27 — Lai Yiu-cheuk v. Mok Hing-woon; Lai Pui-lum v. Leung Lin-chuen, Kowloon Chinese Y.M.C.A., 7.15 p.m.

HOME.

Football — Saturday — Wales v. England.

November 29 — English Cup — First Round.

clo's training and brought to the audience's notice the very successful results of the institute.

Dr. Yeo Kok-cheung, who holds the world's record in the eight-stone class for the abdominal raise with a lift of 71 pounds, demonstrated his strength in the competition yesterday and won the handsome cup presented by Mr. J. H. Lawrence. He averaged 8.41 pounds lift for every pound of his own weight.

The following were the full results of the competition.

1st Prize, Dr. Yeo Kok-cheung 5.41
2nd Prize, Lo Koon-kan 5.34
3rd, Charles H. Chanatong 5.29
4th, Chan Wal-shun 5.23
5th, Francis G. Reed 5.18

Certificates were presented to the pupils for various feats accomplished during the year.

The prizes were presented with ceremony by Dr. Arthur W. Woo, presenting the silver cup.

RUGBY FOOTBALL.

CLUB "A" LOSE TO SMALL SHIPS.

JOHNSON'S MISTAKE.

[By "Scrum Half"]

In a game which lacked polish and incident the Small Ships defeated the Club "A" XV. by a try (3 points) to nil yesterday. On the run of the play a low score such as a try to nil was a very fair result, though the Club can consider themselves unfortunate in not at least drawing.

The opening stages of the game were marked by forward rushes and counter-attacks, with neither side gaining any real advantage. In the tight scrums the Naval forwards held an advantage in weight and through good hard shoving their hooker was able to regain possession of the ball even when he had lost it on the throw in.

The game was mainly a forward's one, which was surprising considering the state of the ground, but not so surprising when the knock-ons of the three-quarters were taken into consideration. The sooner the three-quarters learn to take a pass in the correct manner the sooner we shall witness "rugger" as it should be played.

Home Club System.

The theory of the game is quite simple. The forwards endeavour to heel the ball out to the backs who run hard in the direction of line, passing when necessary. If knock-ons are predominant only individual brilliance, a drop goal, or a lucky touch down from a five-yard scrum can possibly produce scoring points.

In the Home Clubs there is a system of training three-quarters to hold on to a pass which might interest players out here. A three-quarter first experiences the use of the dry new ball, then the slightly wet new ball, and then the heavy coated wet and slimy new ball. Practice at this method of taking a reasonably good pass produces the player who rarely drops a pass.

In Hong Kong there is practically one type of ball to take, and that is the ordinary dry new ball. The trouble with our three-quarters is their over-eagerness to get away. The passing of the ball is reasonably good, and a check on their eagerness would produce a more open game all round.

Play Lives Up.

A score-less first half was followed by a good try by Evans, who swerved past several players to punt over Massey's head and touch down near the corner flag. The kick failed. Play now seemed to live up and a good pass from the line out set the Club three-quarters in motion, the ball travelling right along the line to Johnson, who made a great run down the touch line, handing off players in his stride. When over the line, Johnson thought it was possible to get nearer the goal posts, but in his endeavour he was forced over the dead line, thus ruining a splendid opportunity of placing his side in the lead. Club forward raids bore no fruit and the final whistle came with the score at 3 points to nil.

Notable Players.

Evans was perhaps the best three-quarter on the field. Massey was steady at full-back, though his kicking to touch was not always perfect. West, Kerr and Hartley were prominent in the Club pack and with good training should develop into powerful forwards. Sutcliffe, as the Naval hooker, was backed up well by his pack and gave his backs many opportunities. Shute proved a speedy and dangerous forward when in possession, and his dribbles were at times very praiseworthy.

The teams were as follow:— Club—Massey; Johnson, Allera, Kilby, Nash, Lee, Macready; Kerr, Cox, Clippendale, Watson, Cochrane, Mitford, Hartley and West.

Small Ships—Martin; Bell, Edmonds, Crawford, Silverthorn; Li, Gendy, Evans, Brewitt; Li, Crick, Sutcliffe, Welham, Matthews, Daykin, Johns, Shute and Smyth.

PING PONG.

MEN'S SINGLES TOURNAMENT.

Ping Pong enthusiasts will have this week an opportunity of witnessing some really fine displays of the game at the Kowloon branch of the Chinese Y.M.C.A., when the semi-finals are staged.

There were 44 entries in the competition and the remaining four will meet each other as follow:—

November 20: Lai Yiu-cheuk v. Lai Pui-lum, and Leung Lin-chuen v. Mok Hing-woon.

November 24: Lai Yiu-cheuk v. Leung Lin-chuen, and Mok Hing-woon v. Lai Pui-lum.

November 27: Lai Yiu-cheuk v. Mok Hing-woon, and Lai Pui-lum v. Leung Lin-chuen.

All matches to be decided by the best of five sets will commence at 7.15 p.m.

NEED FOR STUDY OF RUGBY THEORY

ENGLAND'S FLY HALF

WILL SPONGE'S WEAKNESS DISPLACE HIM?

CAPTAIN'S STRATEGY

[By Howard Marshall.]

Rugby football is a difficult game to criticise, for a match which may appear exceedingly dull to the spectator may be the greatest fun for the players. It is, therefore, easy to seem hypercritical about tactics, and I always feel a little diffident about plunging into theory, writes Howard Marshall in The Daily Telegraph.

For all that, speaking as a crusty and temporarily soured onlooker, I wish there were more evidence of tactical schemes in the ordinary run of club games. I suppose most teams have a council of war in the dressing-room before they take the field. At any rate, I like to imagine Machiavellian plots being devised against the weakness of particular opponents, and strategic moves being planned for breaking a carefully studied defence.

Ingenious Plot.

I always remember one such plot, a simple but ingenious one, which remained unrevealed for some years. It was in a game at Twickenham—rather an important game—and we were up against a powerful pack. Our opponents kicked off, and the ball sailed far into touch. There was a scrum in the centre, the opposing forwards were down in a flash, and almost before we realised what was happening we were pushed straight backwards, a disorganised rabble, for at least ten yards.

Never shall I forget the shattering effect of that overwhelming shove—we thought we were meeting the greatest and heaviest and most efficient pack in the country, which was possibly true, and it took us some time to regain our confidence. And—here is the point—it was all deliberate, that kick into touch, the consequent scrum in the centre, and then the almighty push. Our opponents hoped to break our morale by this ruse, and they very nearly succeeded. That was good strategy, unorthodox perhaps, but clever.

Great Teams Scarce.

Unfortunately, it is hard to believe that there is really much play about modern club football. No doubt captains deliver brief exhortations to heartiness, urging the forwards to work and the backs to tackle, but there are no signs that they do more than that. Opportunities may be taken during a game, but they are not made, and it is in the making of opportunities that a proper understanding of Rugby football is shown. Every great team has had a directing intelligence behind it, but great teams this season are scarce.

Perhaps I am generalising too much, for I am thinking particularly of the larger London clubs. In the provinces more thought is given to tactical problems, and I feel certain that J. S. Tucker, for example, loses no chance of instructing the Bristol side. There is nothing more helpful than a meeting after a match to discuss the outstanding movements and mistakes with the help of black-board diagrams.

I may be told that this is making a business of what should be simply a Saturday afternoon's relaxation, but the fact of the matter is that the only way to enjoy any game to the full is by exploring all its possibilities. A great many Rugby football players are surprisingly ignorant. If you ask a forward about the theory of back play he will generally have very little to say, and it is commonly admitted that

backs regard forwards as rather tiresome impediments on the field. There is actually so much to learn about the game that only after several years of good club football can the average player begin to understand what he is doing. It is to my mind an important point, this need for closer study of theory, for the lack of it is reflected too frequently in the general standard of play.

The Stand-Off Half.

Now to turn for a moment to practical issues. The stand-off-half position becomes interesting, and a severe competition for that place in the English side seems likely. W. R. Collins is playing remarkably well for Rosslyn Park, and T. J. M. Barrington continues to direct the Bristol attack with great success. Barrington seems to have an unusually alert intelligence, which enables him to strike unexpectedly at momentarily weak spots in the defence.

Then H. C. C. Laird has recovered something of his old form for the Harlequins, and at his best he is the most dangerous stand-off-half in the country. L. H. Collison is another promising candidate, and although he is at present playing in the centre for Cambridge, I think we shall soon see him tried at stand-off-half. And R. S. Spang must by no means be forgotten, for he apparently was remarkably good on the New Zealand tour.

Sponge's Weakness.

Spong is the type of player against whom special tactics may well be employed. In a sense he resembles T. Lawton, the Oxford and Waratah half-back, for both are fond of forcing openings by strong running on their own. This is the kind of weakness—if weakness it can be called—which should be marked down by opposing captains, since careful team-work can often confuse and frustrate the most brilliant individualist.

There are two types of stand-off-half, the feeder and the battering-ram, if I may coin names to distinguish between them. The feeder, in my opinion, is the more dangerous, since he is more elusive. He concentrates on a constructive direction of attack, in which he is only the initiating link between the scrum and the three-quarter line. His range is wider, and by co-operation with his three-quarters he strikes with greater mobility at more points in the defence.

Aggression Deceived.

The battering-ram, on the other hand, relies mainly on his own strength and power of penetration. He can, for example, often be deliberately allowed to break through into a deep formation, where he will be cut off from his three-quarters and quietly slain. By this manoeuvre his vanity is stirred. He has apparently broken through with spectacular success. With better support—so he will think—he might have made a scoring opening. He will continue to break through, his three-quarters will be starved and the attack will fail completely.

This is where psychology and Rugby football rather shyly join hands. The game is not merely a matter of speed and strength and recognised methods. It is a trial of wits also, a drama of plot and counter-plot, alive as much with the peculiarities of human nature as with the necessary qualities of stamina and courage.

TENNIS PLAYER FOR INDIA.

Best of England's Young Players.

G. P. HUGHES.

G. P. Hughes, one of the best of England's younger tennis players, is starting for a tour in India in about three weeks and as he is going on his own he will be able to play in any tournament.

Possibly it may not be known that when a team representing a club goes to play a match against another club, and is permitted by the Lawn Tennis Association to receive the expenses of its players, it may not also take part in any tournaments.

There is a difference between a team going to a country under the auspices of the Lawn Tennis Association itself, and a team sent by a club with the permission of the Lawn Tennis Association.

It is just as well that this should be understood in case difficulties arise as to members of the International Club Team, which is to

visit India, playing in tournaments in that country.

George Patrick Hughes first came into prominence in the London "Evening News" Competition. He has represented Essex County. He won various tournaments on the Continent. He won the first Doubles Championship at Dublin.

In 1929 he played for England in the Davis Cup matches in Poland. He won the Championship of the Italian Riviera at San Remo, the Singles and Doubles at San Margherita, the British Hard Court Doubles Championship with Miss Joan Fry at Bournemouth, the Singles, Doubles and Mixed Doubles at Frinton.

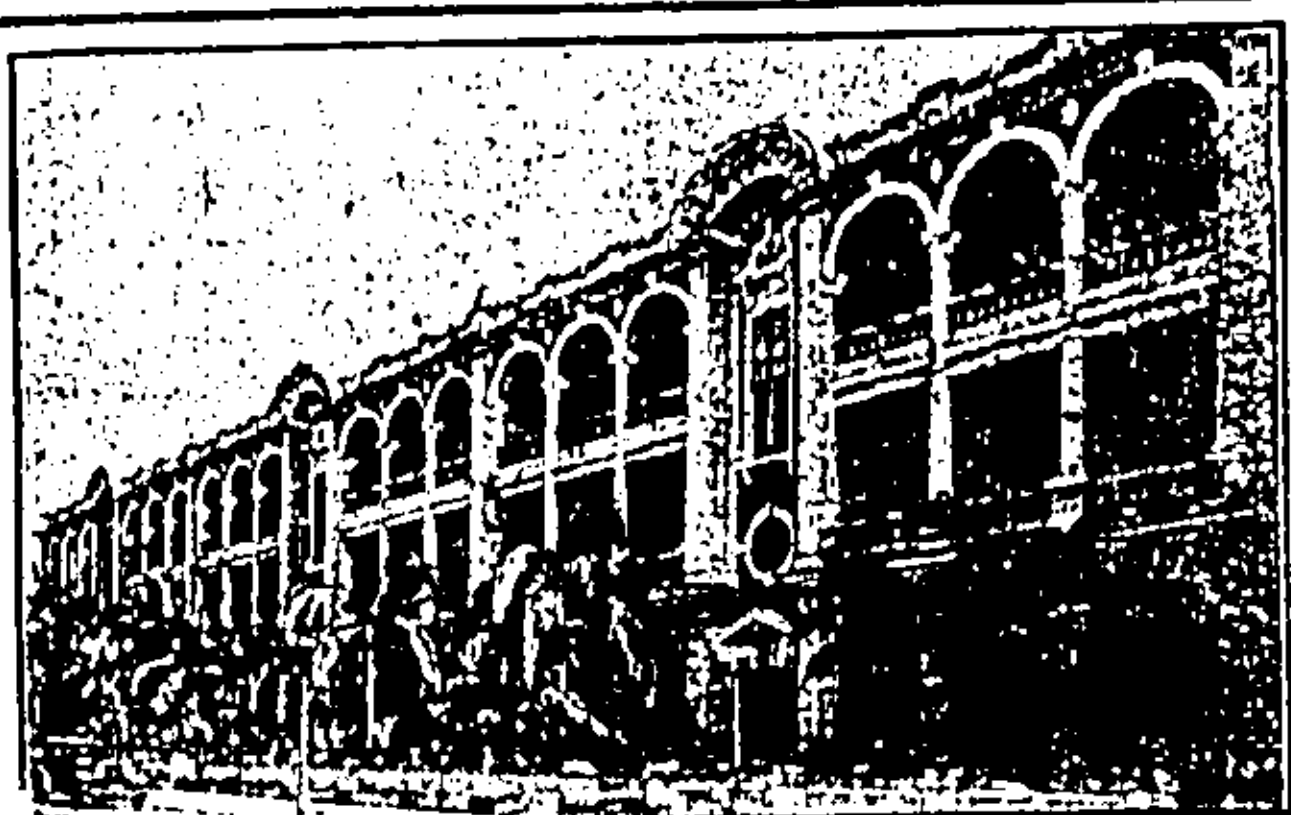
Remaining Match Decided.

The remaining match of the first round of the Ladies' Open Doubles Tennis championship organised by the United Services Recreation Club was played off yesterday afternoon, when Mrs. Keary and Mrs. Taylor beat Miss Hamsham and Mrs. Bradbury 6-3, 6-0, thus qualifying to meet Mrs. James and Mrs. Grimble in the second round.

Competitors are reminded that second round results should be recorded on or before November 29.

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THURSDAY, NOVEMBER 20.
Sourabaya Bantam
Java and Manila Tjmanoeck
FRIDAY, NOVEMBER 21.
Straits Jeypore
Europe via Suez (Letters and Papers, Lon-
don, Oct. 23 and Parcels, Oct. 16) Kalyan
Japan and Shanghai Karmala
U.S.A., Canada, Japan & Shanghai (Seattle,
November 1) President Taft
Samarinda Sipora

OUTWARD MAILS

For Per
THURSDAY, NOVEMBER 20.
Straits, East Africa via Mombasa
and South Africa via Lourenco
Marques and "South American
Ports Wakasa Maru 3.30 p.m.
Samsul and Wuchow Kochow 4 p.m.
Saigon Telemachus 4.30 p.m.
Amoy Tjmanoeck 5 p.m.
Manila, Australia & New Zealand
via Thursday Island Tai Ping
(Due Thursday Island, Dec. 2.)
Parcels Nov. 20, 5 p.m.
Registration Nov. 21, 9.45 a.m.
Letters 10.30 a.m.
FRIDAY, NOVEMBER 21.
Swatow, Amoy and Foochow Hal Ning 2 p.m.
Haiphong Canton 2.30 p.m.
Shanghai, Japan and "Europe via
Siberia Kalyan 2.30 p.m.

*Superscribed correspondence only.

ROUND THE CINEMAS

STUDIO AIDES IN ARGUMENT OVER PICTURE.

"SECOND WIFE."

Should a husband leave his wife, who hourly is expecting to become a mother, and go to the bedside of his first wife's dying son? This question describes one of the dramatic situations in Radio Pictures' "Second Wife," now showing at the Central Theatre, and is one that caused an extraordinary amount of discussion among RKO studio employees when the all-talking picture was being filmed.

The question of which one was in the right was argued pro and con. Some took the stand that Lila Lee, cast as the "Second Wife," was right in asking her husband to stay with her. Others claim they would have acted in the same manner as Conrad Nagel, the husband-father, and rushed to the dying boy's side.

When Russell Mack, the director of "Second Wife" called a rest for lunch the arguments would start. At every table in the studio cafe could be heard:

"She was right. He should have stayed with her."
"She was wrong—and selfish to ask him to stay."
"I know. I'm married for the third time."

"Step-children always cause trouble. I've got two."
"What do you know about it? You're not even married!"

Electricians, stage hands, property men, sound recording experts—all joined in the debates. In a few cases the talk grew so heated that blows were narrowly averted. And it's not settled yet. Which one was right?

"THE WILD PARTY."

Paramount's red-head is America's red-hot favourite, Clara Bow, Brooklyn's greatest gift to the motion picture public, has just been voted the favourite cinema star of 2,700 theatre owners and managers in all parts of the United States. The survey was conducted by a trade magazine, the Exhibitors Herald and World. Colleen Moore, leader in the balloting last year, when Miss Bow placed second, is now herself in second place. Lon Chaney was voted the most popular masculine star.

Clara Bow's fan mail receipts have long marked her as the most popular film star with the public. She gets on an average 35,000 letters each month and more by thousands than any other star of the stage or screen ever received in the history of the entertainment business.

Her latest production, "The Wild Party," is a vivid, dashing film of unfettered, flaming youth and the scenes are laid in the college campus and class-room of an exclusive institution. It is an all-talking film.

"The Wild Party" comes to the Central Theatre for four days beginning on Saturday.

The story on which the play is based was written by Warner Fabian, author of "Flaming Youth" and the adaptation was written by E. Lloyd Sheldon, assisted by John V. A. Weaver, who wrote the "Americane" dialogue parts of the production. Fredric March, young, dark-haired stage star, plays the leading romantic role opposite Miss Bow in "The Wild Party."

"NAVY BLUES."

William Haines has played everything from a football player to a Marine, but his role as an enlisted man on a destroyer is his most comical, as well as one of the best acted, characters he has ever given the screen. It is, incidentally, in "Navy Blues," his first all-talking picture, commencing on Sunday in the Queen's Theatre, that he gives film fans this new angle on his many-sided talent.

The Metro-Goldwyn-Mayer star is deft as ever with his whimsical humour, but he has tempered it with some very serious and remarkably fine acting in the dramatic

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/8 5/16
Bank, on demand 1/3 5/16
Bank, 4 months' sight 1/3 7/16
Credits, 4 months' sight 1/4
Documentary, 4 months' sight 1/4 1/2
On Paris—
On demand 790
Credits, 4 months' sight 830
On New York—
On demand 31
Credits, 60 days' sight 32 1/2
On Bombay—
Wire 86 1/2
On demand 86 1/2
On Calcutta—
Wire 86 1/2
On demand 86 1/2
On Singapore—
On demand 55 1/2
On Manila—
On demand 62 1/2
On Shanghai—
On demand Tls. 80 1/2
Dollar 9% dis.
On Yokohama—
On demand 62 1/2
Sovereigns (Bank's buying rate) 1/3 15/16
Silver (per oz.) 16%
Bar Silver in Hong Kong Par.
Copper Cash Nominal
Copper Cents 8% prem.
Rate of Native Interest 3 1/4% p.a.
Chinese Sub. Coin 25% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 123.65 1/2
New York 4.35 21/32
Brussels 34.82 1/2
Geneva 25.05 1/2
Amsterdam 12.07
Milan 92.75 1/2
Berlin 20.37 1/2
Stockholm 18.09 7/16
Copenhagen 18.15 1/2
Oslo 18.15 1/2
Vienna 34.49 1/2
Prague 163.77
Helsingfors 192.95
Lisbon 108.25
Athens 375
Bucharest 818
Rio 4%
Buenos Aires 38%
Montevideo 39%
Bombay 1/5 1/4
Shanghai 1/7
Hong Kong 1/3 5/16
Yokohama 2/0 17/32
Silver Spot 16%
Silver Forward 16%
—British Wireless Service

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO. LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Olive Hulbert, Empress Lodge, from Shanghai.
King Mo-chao, from Kingston, Jamaica.
Lamont, Peninsula Hotel, Kowloon, from Shanghai.

F. V. JENSEN,

Superintendent
Hong Kong, November 19, 1930.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:

Jenkins, Peninsula Hotel, from Lansing, Mich.
Sempakubu, from Bangkok.
Woods, from Liverpool, Po.

S. LACE,

Superintendent
Hong Kong, November 18, 1930.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 20th Nov. 1930.

STOCK	Buyers	Sellers	Sales	Ytd. Total	Last dividend and when paid
Banks.					
Hong Kong Bank	1650	...	...	Dec.	(Interim 2 1/2% for 1930) Aug. 11, 30
Chartered Bank	...	...	...	Dec.	(Interim 7% free 1/2% for 1930) Sep. — 30
Mercantile Bk., A.B. & C.	...	...	...	Dec.	(Int. 5% for 1930) Sep. — 30
Bank of Asia	114	...	...	Dec.	\$4 for 1929 Feb. 28, 30
Insurance.					
Canton Ins.	1115	...	...	Dec.	(Final 2% for 1929) May 16, 30
Union Ins.	450	...	...	Dec.	(Interim 1 1/2% for 1930) May 30, 30
China Underwriters	520	3	...	Dec.	(Interim 1 1/2% for 1930) May 30, 30
China Fire Ins.	400	...	...	Dec.	(Final 2% bonus for 1929) May 30, 30
H. K. Fire Ins.	1115	...	...	Dec.	(Int. 2% for 1929) Mar. 25, 30
Shipping.					
Douglas	...	37	...	Dec.	Last dividend for 1929 Mar. 4, 30
H. K. Steamships	291	...	...	Dec.	(Int. 2% for 1930) June 18, 29
Indo-China (Pref.)	...	...	...	Dec.	Last dividend for 1929 May 3, 30
(Ord.)	...	...	...	Dec.	(Int. 2% for 1930) July 8, 30
Shell Transport	...	...	...	Dec.	(Int. 2% for 1930) Mar. 10, 30
Union Waterboats	...	...	...	Dec.	...
Mining.					
Benguet	...	...	...	Dec.	(Interim 10% bonus for 1929) Sept. 30, 30
Kailan Mining Ad. S.	...	...	...	June	(Interim 1% free 1/2% for 1929 and 1930) June — 30
Lungait	...	...	...	Oct.	T. 0.50 for year 21-30 May 3, 30
S'hai Exploration	...	...	...	Dec.	...
Loans	...	...	...	Dec.	Interim T. 0.25 for 1930 July 1, 30
Rails	...	...	...	Mar.	(Second int. 1% for year 21-30) Pending
Docks, Wharves, Godowns, &c.					
H. K. & W. Wharves	171	178	...	Dec.	Int. 2% for 1930 Mar. 12, 30
H. K. & W. Docks	...	...	...	Dec.	Last dividend for 1929 ...
China Provident	...	...	...	Dec.	Last dividend for 1929 ...
(Ord.)	...	...	...	Dec.	Interim T. 3% for 1930 Sep. 19, 30
Hongkong	...	...	...	Dec.	T. 0.50 for 1929 Feb. 28, 30
N. Engineering	...	...	...	Dec.	T. 7% for year 21-30 July 30, 30
Shanghai Docks	...	...	...	Dec.	...
Land, Hotels & Buildings.					
H. K. & S. Hotels	111	114	11.40	Dec.	Int. 6% for 1930 Apr. 7, 30
H. K. Lands (old)	...	...	...	Dec.	Interim 2 1/2% for 1930 Aug. 6, 30
(new)	...	...	...	Dec.	Interim T. 3% for 1930 July 31, 30
Rights	...	...	...	Dec.	Int. 2% for 1930 May 1, 30
Shanghai Lands	...	...	...	Dec.	Int. 2% for 1930 Sep. 4, 30
Humbreys	...	...	...	Dec.	Int. 2% for 1930 July 14, 30
H. K. Realities	...	...	...	Dec.	Int. 2% for 1930 Sep. 4, 30
Chinese Estates	...	...	...	Dec.	Int. 2% for 1930 July 21, 30
Cotton Mills.					
Ewo Cotton	19.20	19.30	...	Dec.	Final T. 2% for 1929 Mar. 17, 30
Shanghai Cotton	...	...	...	Dec.	T. 2-25 for half year 21-30 Pending
Zong Sing	...	...	...	June	T. 0.50 for year 21-30 Oct. 11, 30
Public Utilities.					
H. K. Tramways	18	18.15	...	Dec.	Interim 4% for 1930 Aug. 27, 30
Peak Trams (old)	...	...	...	Apr.	(Int. 2% on old) for year 1930-31 June 16, 30
(new)	...	...	...	Dec.	Int. 2% for 1930 Feb. 14, 30
Star Ferries	...	...	...	Dec.	Int. 2% for 1930 May 13, 30
China Light (old)	...	...	...	Sept.	Int. 2% for 1930 Mar. 13, 30
(new)	...	...	...	Dec.	Int. 2% for 1930 Mar. 13, 30
H. K. Electric	...	...	...	Dec.	Int. 2% for 1930 Aug. 1, 30
Macao	...	...	...	Dec.	Int. 2% for 1930 Feb. 28, 30
Sandakan Light	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
H. K. Tel. fully paid	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
H. K. Tel. part paid	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
China Buz	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
S'pore Traction (Ord.)	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
(Pref.)	...	...	...	Dec.	Int. 2% for 1930 Feb. 6, 30
Industrials.					
China Sugars	70.15	...	...	Dec.	In Liquidation ...
Malayan Sugars	...	...	...	Dec.	Int. 2% for 1930 Apr. 11, 30
Cald. Macg. Ord.	...	...	...	Dec.	(Int. 2% for 1930) Apr. 30, 30
(Pref.)	...	...	...	Dec.	...
Canton Ice	...	...	...	Dec.	...
Cements (com.)	...	...	...	Dec.	...
(old)	...	...	...	Dec.	...
(new)	...	...	...	Dec.	...
H. K. Rope	...	...	...	Dec.	...
United Asbestos	...	...	...	Dec.	...
Stores, &c.					
Dairy Farms C/R	...	...	...	Dec.	Int. 2% for 1930 Mar. 14, 30
X/R	...	...	...	Dec.	...
Rights	...	...	...	Dec.	...
Wanons	...	...	...	Dec.	Int. 2% for 1930 Mar. 31, 30
Der A Wings	...	...	...	Dec.	Int. 2% for 1930 May 15, 30
Lane Crawfords	...	...	...	Dec.	Int. 2% for 1930 June 10, 30
Mackintosh	...	...	...	Dec.	...
Sinco	...	...	...	Dec.	...
Wm. Powells	...	...	...	Dec.	...
Miscellaneous.					
H. K. Amusement	...	...	...	Dec.	Int. 2% for 1930 Sept. 27, 30
Ch. Entertainment	...	...	...	Dec.	...
H. K. Constructions	...	...	...	Dec.	...
B. Ind. G. Bonds	...	...	...	Dec.	...
H. K. Govt. Loans	...	...	...	Dec.	Int. 2% for 1930 ...

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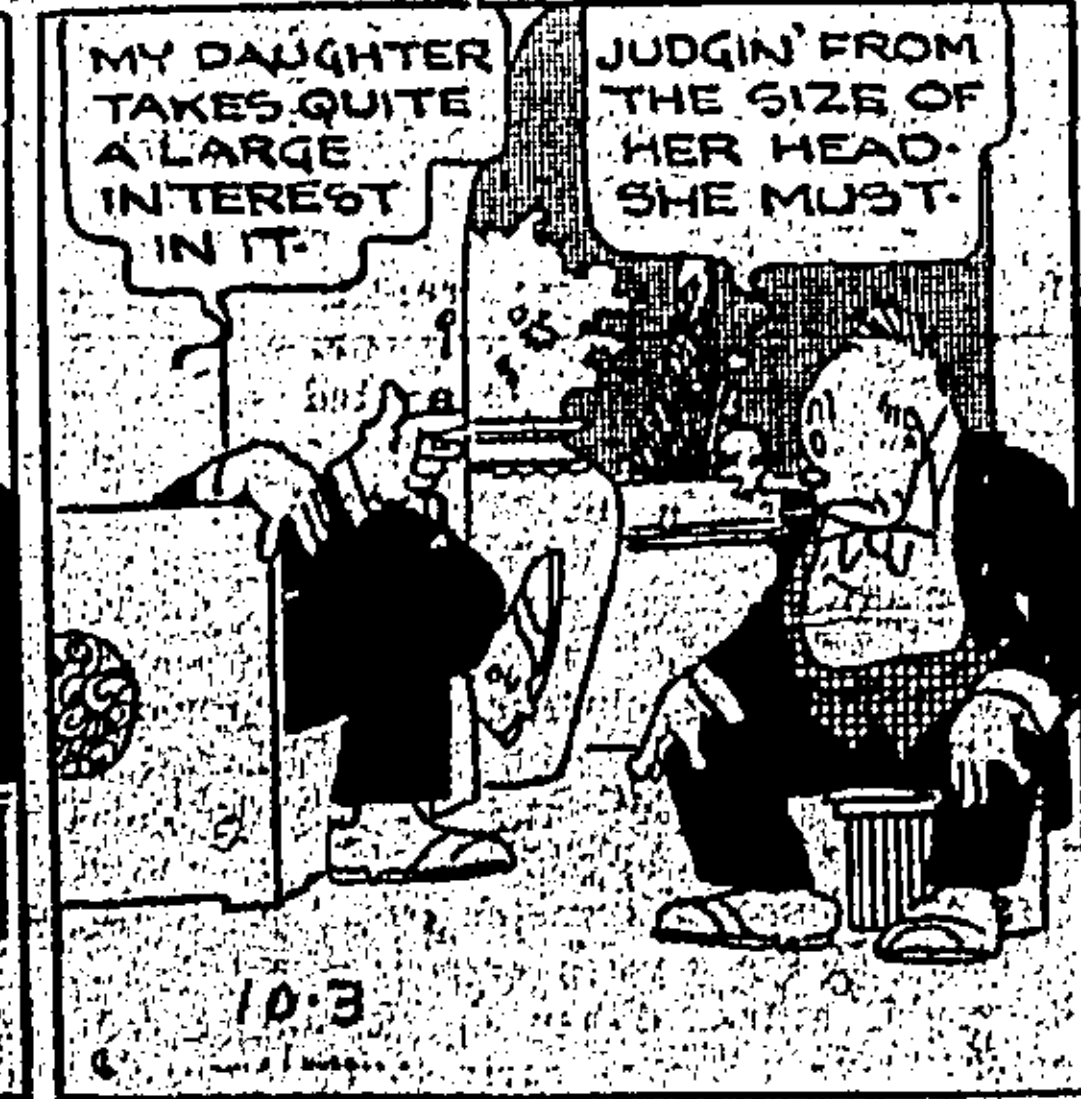
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The General Electric Co. Ltd. and
Anderson Meyer & Co. Ltd.



BRINGING UP FATHER



THAT'S ALL SHE DOES THINK OF ?

MOTORISTS THIS IS YOUR PAGE

His Last Chance

WHO would ever imagine that inferior lubricating oil could cause the loss of one's sweetie? It can, as the picture truly depicts.

And cheap lubricating oil has been known to kill, too. A straight

and smooth road, a sixty mile gait — a bearing heats and before there is time to say "Jack Robinson" the engine is a junk pile or the car is on the rocks.

Far fetched — maybe — but true thousands of times a day in a minor sense.

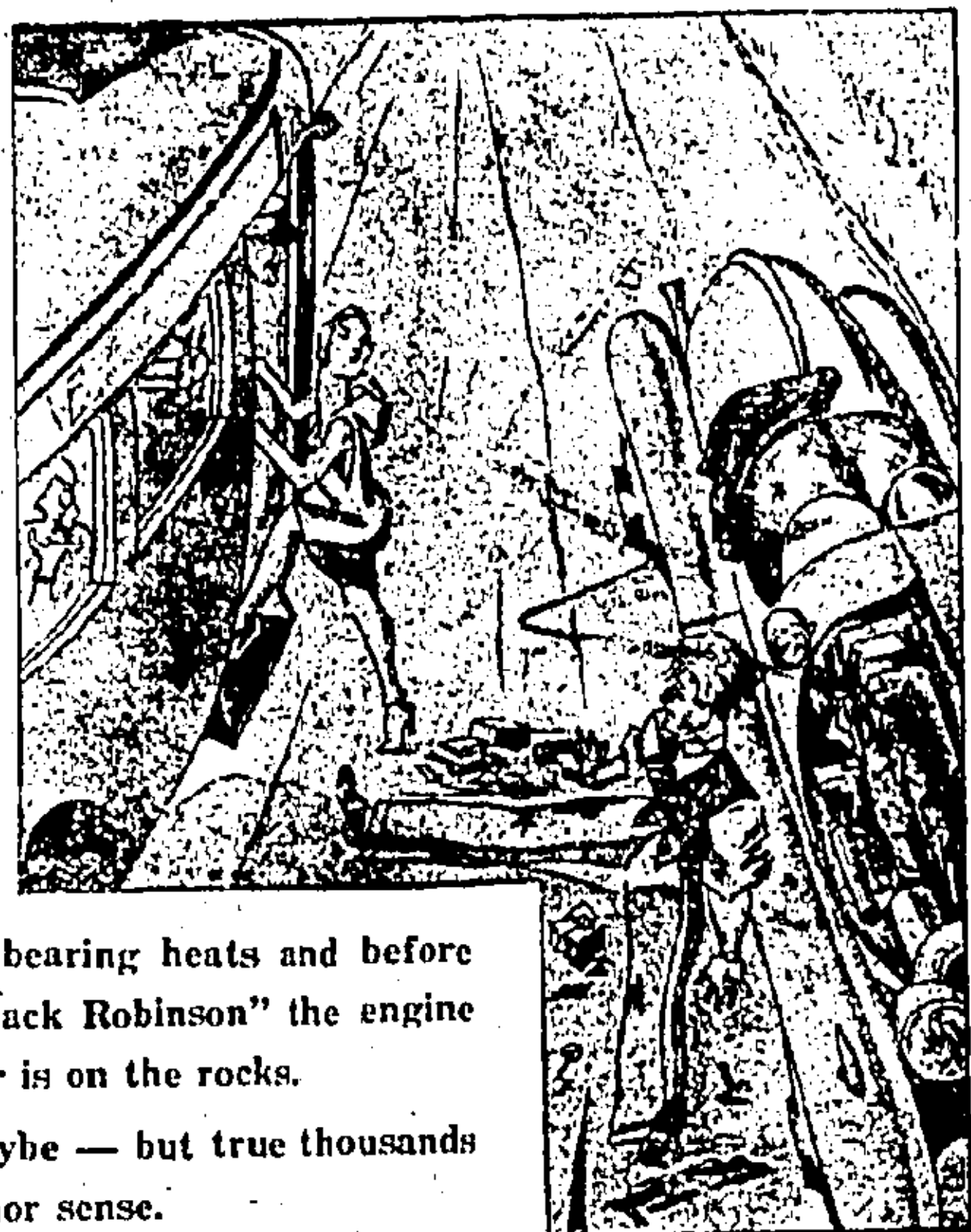
Oil is cheaper than metal. This goes without saying. So why take risks for the matter of only a few cents a gallon?

There are good oils — yes. But they are few. Don't risk losing your sweetie or breaking your neck, or ruining a perfectly good engine by using an oil you believe to be reliable.

Use the brand three out of every four motor-car owners call for — Gargoyle Mobiloil — and enjoy that care-free feeling at any rate of speed.

It pays to use the best.

Vacuum Oil Company



FORD PROGRESS.

Planes' Regular Service in U.S.A.

The combined effect of the recent passage of the Watres' Air Mail bill and the reductions in air travel rates to approximately rail plus pullman charges presages a bright future for passenger air transport lines, in the view of leading air line operators, William B. Mayo, head of the aircraft division of the Ford Motor Company, said recently. Ford all-metal tri-motor transport planes are now flying regularly on most of the important air passenger lines in the United States, Central and South America.

The early award of air mail contracts to most of the passenger lines in the United States, a move intended by the provisions of the Watres bill, which recently was signed by President Hoover, is expected to quickly carry the air transport companies to a point where their operations will be financially profitable. Many of them, since the great increase in passenger traffic which followed the fare reductions early in the year, have been able to almost balance their operating expenses with operating revenues. The added revenues expected to be available through transport of air mail should carry them over the top, in the view of Mr. Mayo, who has recently made an exhaustive survey of the prospects of these companies.

Even at this stage in the seemingly rapid development of air passenger transportation, the plane fleets of many of the air lines are running daily with capacity loads. Mr. Mayo found in his survey. An outstanding example was furnished by Transcontinental Air Transport-Madux Air Lines, whose fleets are largely made up of Ford tri-motor planes. During the first quarter of the year traffic increased almost 500 per cent, 10,875 passengers were carried over some portion of the route between Columbus, Ohio, and Los Angeles as against 4,346 for the first six months of the operation of the line in 1929, and four additional services were added to care for the increase in traffic.

Two of these services extend the entire length of the eastern division between Columbus and Waynoka, Okla., the other two being added local services between St. Louis and Wichita, Kansas. In addition to these, two more services are added on Fridays, Saturdays and Sundays, both the east-bound and west-bound runs between Columbus and Waynoka being operated in three sections. On a recent Sunday enough traffic was turned down to fill a fourth plane westbound from Columbus. Second section planes, too, are not uncommon on the western section between Clevis, New Mexico and Los Angeles.

Saving Travel Time.

Mr. Mayo also found that this increase in traffic was due largely to the rapidly growing practice of business men—executives, and salesmen—using the planes to save travel time, and that, in fact, the passenger air lines are now taking their place as an every day facility to be used with the same readiness that rail lines are patronized.

In reporting to Mr. Mayo the attitude of his company, T. B. Clement, general traffic manager of the company, said:

"It is our firm conviction that air transportation is no longer a thing of luxury and a plaything of the well-to-do. Rather, we believe, air transportation has become, like the telephone, the telegraph and the electric light, a public necessity."

"We believe the immediate future will see the successful passenger carrying line also transporting the fast, air express and mail of this country as a cargo incidental to its passengers and on the same carefully scheduled operation, performed with the same safety and caution used in the carrying of passengers."

"The net result will be transport planes carrying passengers, mail and express at the same time, just as the blue ribbon trains now carry passengers, mail and express at the same time."

Somewhat the same experience was reported to Mr. Mayo by the Colonial Air Transport, which operates between New York, Boston and Montreal, Albany and Cleveland and Buffalo and Toronto, and which uses a fleet of Ford tri-motors in its New York-Boston passenger service.

"When this company reduced its rates early in the year to a point

NEW METHOD.

Shipping Transport Planes by Crane.

A new method of shipping heavy transport aeroplanes without crating has just been tried and proved successful.

When the steamship Sorvard of the Garcial Dias Line sailed for Spain not long ago, a Ford tri-motored, all metal ship was carried as part of the deck cargo, securely lashed, of course, to prevent its shifting position should the steamer run into heavy weather.

Shipping men consider that the small size of the steamship—the Sorvard is rated at only 3,670 gross tons by Lloyd's and is 368 feet long—was one of the main features of the shipment, for it demonstrated completely that all metal transport planes not only could be carried uncrated as deck load, but that several of them might be nested on the deck of even a small craft.

The transport plane was sent to the Concesionaria de Lineas Aereas Subvencionadas known as the C. L. A. S. Air Transport Company. The method of shipment saved \$650 on dismantling and crating to the wharf side, for the big plane was towed to the ship and then lightered on board. This saving represents a cut of two-thirds of the former charge for dismantling and towing to the wharf side. Lighterage charges also were cut. But far more important was the saving of approximately \$3,000 in carting. The carting on a previous job weighed 30,000 pounds, so that the cost of ocean freight has been reduced.

The plane was towed to the wharf on its own landing gear and swung aboard ship by a huge crane mounted on a lighter. An important feature of the Ford plane is the Alclad sheathing, which resists corrosion from salt water, making deck loading reasonably safe, but grease and tar-paulins were resorted to for further protection.

The engines, engine controls and landing gear all remained in place, expediting re-assembly. The wing tips and tail surfaces were removed and stowed in the hold of the ship, without crating.

Upon arrival in Spain, debarkation and re-assembly were greatly expedited by the new method, which proved so successful that several similar shipments across the North Atlantic have followed. In spite of stormy weather, no damage has been reported in any case.

CAR INVESTMENT.

How to Add to the Life of Your Car.

Have you ever looked down on a passing stream of automobiles from the vantage point of an upstairs window? If you have you probably were surprised to notice how weather-beaten the tops of many of them were. The top of a car really does come in for hard abuse from the weather, rain and sun both take their toll and if steps are not taken to combat this rough by employing a good protective finish the depreciation of a car is hastened. This has been given serious consideration by the Du Pont chemical laboratory and as a result they have perfected an auto top finish which gives unbelievably long and effective service.

Neglected tops soon result in cracked, leaky tops. The weather in time plays havoc with the high as well as the low-priced cars and buses. The best method to employ to guard against this menace of unnecessarily rapid depreciation caused by deteriorating tops is by keeping them freshly refinished. The Duco auto top paint forms a film of protection which not only thoroughly waterproofs a leaking top but prevents leaks from developing.

The protecting of automobiles against the relentless rigours of climatic conditions is receiving an increasing consideration from motor car owners who have a regard for their investment and who do not choose to drive shabby-looking cars.

even after the cuts, well above rail and pullman rates, traffic immediately increased so that now the company is operating three trips daily in each direction between New York and Boston.

It is the belief of the Colonial officials, Mr. Mayo was told, that the travelling public, when properly served by an air transportation facility which effects a marked time saving in travel, will gladly pay rates higher than those in effect on slower rail lines.

A NEW ERA

IN PNEUMATICS

AIR FLIGHT

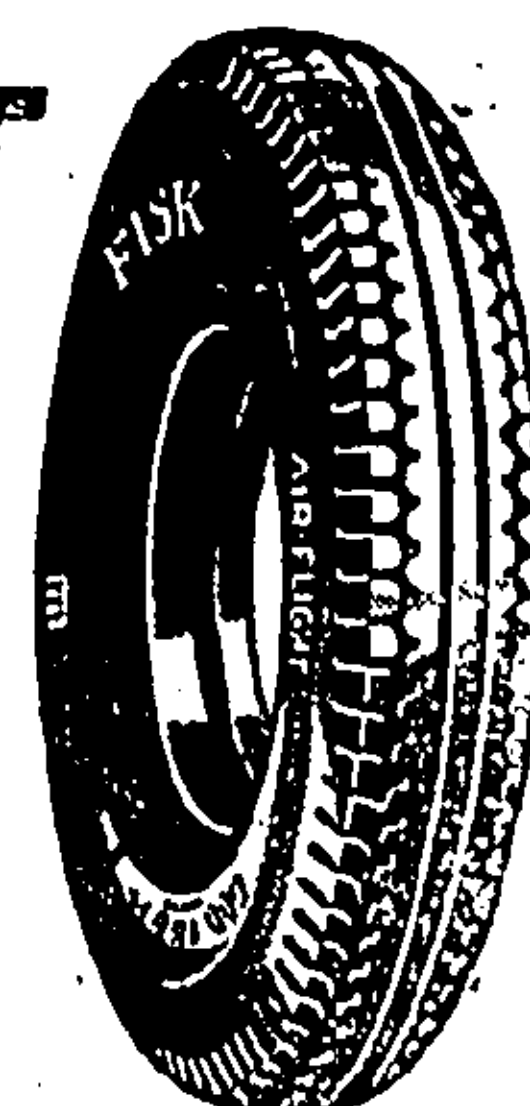
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AUBURN'S RISE.

Achieves Leadership in Five Years.

[By R. H. Faulkner, Vice-President Auburn Automobile Company.]

The rapid rise of Auburn to leadership is looked upon as one of the phenomena of the industry. In five years' time it has accomplished the unparalleled.

While the company was known as one of the older producers that built good automobiles, until 1924 it had little back-ground of accomplishment. Its acceptance was limited. Its dealers few. Yet, beginning with 1924, while other companies were being marked off the list, Auburn was expanding its resources,

building up its organisation, and gaining an acceptance to a point where in 1929 the company was unable at anytime to meet the demand for cars.

Some of the comparative figures during this period were illustrative of this rapid rise and increase in sales volume. For instance, in 1924 Auburn built and sold 2,400 automobiles. Since that time the company has shown an increase of more than 1,300 per cent., and this in the most competitive years of the industry. In June of 1929, Auburn Sales reached 3,144 or 31 per cent. greater than during the entire year of 1924.

In 1924 the company had but one small plant with a total factory space of about ten acres or 4.04 hectares. To-day the factory ground area totals more than 140 acres or 56.65 hectares. In 1924 only five persons were employed in the engineering department, whereas the present Auburn engineering departments employ more than 200 engineers, including such authorities as Fred S. Duesenberg, Herbert Snow and Harry Miller. In 1924 the company employed only 208 persons in comparison with more than 12,000 now on the payroll.

The increased volume of business in this period, is illustrative of the present acceptance of Auburn. In 1924 the total value of the manufactured products of the company was about two million dollars, while in 1929 it reached \$60,000,000. Auburn, likewise, in this period has made phenomenal strides in growth and stability. In 1927 control of Lycoming Manufacturing Company was acquired, bringing to Auburn an unusually strong unit. In the same year Duesenberg, Inc. of Indianapolis, Indiana, was purchased, and the following year the world's finest automobile—the new Duesenberg—was produced. Then quickly followed the acquisition of the Limousine Body Company, at Kalamazoo, Michigan, the Lexington Motor Car plant at Comersville, Indiana, the Central Body Company in the same city, and various other important units.

Behind all this expansion has been a definite purpose. Growth has not been haphazard nor unyielding. The policy has been to return to its clients the fruits of its success. Behind the growth of Auburn is a definite purpose, which is reflected in the fact that its values at least compare with those

A CENTENARIAN.

Has Seen Predictions Fail.

John Cooper, a 1930 Oldsmobile owner of Long Point, Illinois, U.S.A., has lived long enough to prove that many prophets who were regarded as scientists, were mistaken.

Mr. Cooper is a centenarian, having been born in 1830. During the first years of his life, one of the disputed questions dealt with railroad trains, which then were making their debut. Leading men declared against the fiery iron horse, asserting that if the unheard of speed of 15 miles an hour were attained the rush of air would be fatal to the passengers.

And Mr. Cooper was eight years old when the Great Western steamship crossed the Atlantic in 15 days only to be scorned as a freak by sailor men. When the first trolley cars were put in operation Mr. Cooper, then well in middle life, heard them derided and men predicted that the limit had been reached.

During his late sixties Mr. Cooper heard rumours of some reckless individuals working on carriages to run without horse aid. Soon he saw a little Oldsmobile "chug down the street to the jeers of bystanders who advised its driver to 'get a horse.' And he heard experts predict the failure of air-travel.

But Mr. Cooper has lived to see all those wise men of past years proved wrong. He has found that man can travel in an automobile at 231 miles an hour and live; that top flying speed has yet to be touched; that man has also proved his supremacy on the water.

To-day he rides in his Oldsmobile, a finely perfected machine they said could not be built, and enjoys comfort undreamed of in the past; and goes faster than was believed possible and still live. He rides over hard, smooth roads that "couldn't be built," and watches his daughter skillfully manipulate the easily operated Oldsmobile controls as the engine silently purrs along.

Undoubtedly if Mr. Cooper after his glorious 100 years of experience were asked about the future of the automobile industry, he would be its

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4A, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56234.
FISK TYRES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

INGENIOUS EXPERIMENT

Motor Transport School for Police.

CAR EDUCATION.

Economy is a factor of instant importance to every operator or fleet of trucks or motor cars.

Therefore, when the New York Police Department evolved a plan and puts it into practical effect with its large fleet of cars, whereby half of all motor troubles are eliminated, the number of machines taken out of use for reconditioning radically reduced, and savings effected in parts alone amounting to thousands of dollars, then that plan becomes at once interesting to fleet operators everywhere.

Behind the spectacular results achieved by the New York Police Department lies the story of an ingenious experiment — an experiment which, fortunately, is readily applicable to motor fleet operations in general, and often without any additional overhead cost.

The key to the plan is so obvious that one immediately wonders why it was never thought of and applied before. The substance of it is simply nothing more than education.

In 1928, soon after Grover A. Whalen, then manager of the John Wannamaker stores in New York, was made Police Commissioner of New York City, he began studying the motor transport division of the police department. Further analysis evolved the idea that some plan of training and education might be applied to the 1,600 men in that division which would achieve at the same time both higher efficiency and reduced cost.

Thus was born the Motor Transport School. The amazing results summarised above soon followed. A brief resume of the manner in which the school was organised, and of its accomplishments, will enable the motor fleet operator better to compare the problems faced by the New York Police Department with his own problems.

The New York Police Department at the time the school opened used a fleet of 900 cars and trucks, of

which approximately 600 were Fords. During the first four months of the school the police garage reported servicing and repairing 2,233 cars, all of which had obviously been withdrawn from use for longer or shorter periods while repairs were being made. A year later, in January 1930, after the school had been in session long enough to make its influence felt, the repair and service figures for the corresponding four-month period were only 1,712 cars—521 less than the year before. And the books showed a saving in parts alone amounting to \$3,000 during the four months.

Success Not An Accident.

The success of the motor transport school did not come by accident. Every step in its organisation and its subsequent operation was thought out with painstaking care, and with the advice of some of the best educators in New York City. Commissioner Whalen called in distinguished professors from Columbia University, New York University, and the College of the City of New York, all of whom collaborated in the plan. The feature about it all, of which its organisers are perhaps most proud, is that the college, aside from incidental teaching equipment and furnishings for the classrooms, has not cost the city one cent.

The fourth floor of the Police Headquarters Annex was assigned to the school. This comprised eleven classrooms and laboratory space, with a total area of 15,000 square feet. A motor repair shop was installed, equipped with the complete K. R. Wilson equipment. Ford parts boards, illustrating every part needed in the new car, were erected in the classroom. In addition, a number of cut-away motors and chassis, rear axle assemblies, and similar pieces of movable and stationary automotive equipment were provided for the laboratory work. Because of the large proportion of

Fords used by the New York Police Department, much of the instruction centred on this motor and its chassis.

The six instructors of the school were picked from among the officials of the motor transport division of the force, which controls all the motor cars and trucks used by the department. The men chosen were asked to rearrange their regular duties in such manner as would allow them several hours free time at specified periods during each work. This plan made possible recruiting the entire teaching staff without interfering with the regular routine of the department, and without additional expense.

Advisory Board.

An advisory board was then formed from among those outside educators who had collaborated in the plan. This board embraced nine prominent educators from Columbia University, New York University, the College of the City of New York, and from the municipal Board of Education. This voluntary board maintained a careful check of all teaching efforts at the start and helped correct faulty methods.

The faculty was given its assignments three months before opening of classes. Each instructor later submitted an outline of the material he proposed to give his classes, and finally before taking over the teaching each instructor appeared before the advisory board and his colleagues, and delivered a sample lecture. This breaking in process continued until the start of the classes.

During this preliminary period the outside educators who were helping frequently expressed astonishment at the readiness with which the policemen absorbed the rudiments of sound teaching methods. The policemen themselves developed considerable enthusiasm about the new institution, and now take distinct pride in it.

Students for the school were divided into classes of thirty or thirty-five men. The schedule provided that each student was to receive four hours of instruction on one day of every week for a period of ten weeks. During that period every principle and mechanical detail of the automobile was covered

thoroughly. It was found that the students, by the time of the graduation, were far more expert in handling a car, and far more proficient in its proper care, than before entering the school. The surprise in this fact is not so much the improvement, as that it was accomplished in men who were already acknowledged to be expert chauffeurs—for every member of the motor transport division of the New York Police Department is made to show proof that he is already a driver of long experience before he is admitted.

The complete course of instruction in the New York Police Department's school now includes lectures and demonstrations covering the following subjects: brakes, lubrication, transmission, tyres, carburettor, steering apparatus, cooling system, axles, ignition and timing, batteries, electric motors, lights, horns and signals, clutches, differential, generator, muffler, wiring coils, magneto, spark plugs, springs, wheels, bearings, alignment, body, chassis, accessories, troubles and accidents.

Since the start of the school an expert from the Ford Motor Company has been in almost constant attendance at the classes, assisting in technical instruction, advising the classes on methods of economical and operation and supervising laboratory work in the shop. The teaching is supplemented at frequent intervals by showings of technical motion pictures, and by technical lectures by members of the faculties of Columbia University, New York University, and the College of the City of New York.

Surprise Visits.

Besides this initial supervision by prominent educators comprising the advisory board, members of that body and the deans of the various divisions of the college make frequent visits of inspection to classrooms. No advance notice of these visits is given. Hardly a lecture is delivered that is not attended by some official of the city school system. At the conclusion of the class, the observer makes a complete report, either commending the effectiveness of the instruction with reasons for praise or outlining how greater efficiency may be obtained.

"The course of study," said Commissioner Whalen, "is as carefully planned as is that of any college. We realised that one of the fundamental difficulties to be met in developing the school was to acquaint the officers selected for lecture service with these principles of teaching technique without which the work might become more or less organised telling. Therefore, it was deemed advisable to call upon a limited number of expert school men to meet the dean and his assistants in group and individual conference and to have them lay down certain principles relating to equipment, assignments, programmes, record keeping and methods of instruction. These educators have kept in continuous touch with the college and have rendered service that is not only a fine index of their professional skill and knowledge but also their fine conception of citizenship."

QUESTIONS AND ANSWERS.

W.B.—I would like you to tell me a few things relative to an Essex 1923 or 25 model engine. This engine is out of the car, and I intend to instal it in a boat. On taking the front cover off I find that the two centre punch marks on the cam wheel and crank wheel are not corresponding. Should these marks face one another when No. 1 piston is on top dead centre, or should the piston be slightly previous to top dead centre? What is the h.p. of this engine?

The inlet valve should open 7 degrees before top dead centre, and the exhaust valve should close 8 degrees after top dead centre. From this you will see that the marks on the cam and crankshaft timing gears should line up when No. 1 piston is just before top dead centre. In checking this adjustment the valve tappets should be adjusted as follows: Inlet .004in. and exhaust .006in. The rated horse power of the Essex engine is 15.5, and it develops 55 h.p. at 3,300 r.p.m.

W.S.M.—I have a 1926 Chevrolet which had only done 2,000 miles when I got it. In trying to make it run smoother I put in a set of lightweight alloy pistons. This made a lot of difference to the running, but the engine had piston slap in one cylinder. After running 4,000 miles with the new pistons I put the old pistons back again. They fit perfectly as before. Now when I accelerate the engine quickly there is a knock like a loose big end bearing, but I have checked these over, and all are perfectly tight. I don't think the knock can be in the timing gears, as I have installed a new fibre gear, and this did not fix the trouble. I understand that



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these gears will get noisy, but still when I rock the engine with the crank, there is a slight knock which might become louder when the engine is running at high speed. Can you give me any suggestions for overcoming the trouble?

The car is probably in good condition and the knock is possibly caused by detonation, resulting from the use of poor grade petrol. Try the car with some of the higher grades of fuel. The knock which you hear when you rock the car back and forth is in all probability the sound of the overhead valve mechanism, and is nothing serious, nor is it anything that can be completely overcome without setting the valves too close for proper operation. One thing that you might try is to see if this knock is possibly in the rear camshaft bearing. To check this, bear down on the outer end of the rear rocker arm, using the end of a hammer handle. That is, hold the hammer head in your hand and bear down with the handle when the engine is running slowly. Of course, if the increased pressure as the result of holding down overcomes the knock, you may be sure that the rear camshaft bearing is loose.

RATIONALISING.

The System To-day a
City Transport.

With the constant increase in city transport comes, as a natural corollary, greatly increased traffic congestion, and this is particularly the case where tram lines occupy the centre of the road and where the trams cause traffic blocks with consequent delay to following traffic.

But it is not always possible or even practicable for a tramway manager to say, "we will scrap our trams" (because so much capital is tied up in the power station, rolling stock and even in equipment on the roads themselves. When, however, the tramway tracks are badly worn and the rolling stock is due for replacement, the modern tendency is for the tramway committee to turn their attention to a more mobile form of transport, and both petrol and trolley bus systems are considered in this connection. Each system has its particular advantages, but where the tramway system is already installed the important question of retaining the power station and the tramway standards tends to influence the tramway manager towards trolley vehicles, which are as mobile within their traffic routes as any form of mechanically propelled transport.

The four- and six-wheel single and double deck trolley buses, manufactured by Guy Motors Limited, of Wolverhampton, which are in service in many parts of the World, load and unload their passengers at the kerb. They can thread their way in and out of traffic, and are neither an obstruction to themselves nor to other vehicular traffic. Moreover, they consume current produced locally, or at any rate in the home country, keep men employed in the power station, whilst the maintained load on the power station helps to reduce the price of current to private and commercial consumers in the city, whereas in most countries petrol has to be imported, which, again, adversely affects the national trade balance.

These are only a few of the reasons which influence tramway authorities in favour of trolley buses when they are faced with the problem of replacing their existing rolling stock, but there are numerous other advantages such as:—

Low maintenance costs,
Increased speed and flexibility,
Quiet and easy running,
Lack of track up-keep, and
Low running costs compared with trams.

With regard to the latter, the Guy system is particularly interesting inasmuch as Guy trolley vehicles are fitted with an exclusive type of motor, which, when the vehicle is coasting down a hill or when pulling up on flat routes, not only does not use current, but actually generates it, and sends it back into the line.

BEDFORD CORD.

Favoured by Ford
Manufacturers.

Bedford cord upholstery, used extensively in custom-built automobiles, is now available in four of the Ford body types, according to an announcement by the Ford Motor Company. It is used exclusively in the cabriolet and may be had with or without extra cost in the town sedan, de luxe sedan and de luxe coupe.

This material was chosen for use in the Ford, the announcement said, because of its beauty, durability and comfort. The Bedford cord used in Ford bodies is a mixture of wool and cotton woven with a cord effect. It has an all-weather face, found only in the finest Bedford cords, and heavy woollen yarns under each cord. This type of upholstery is soft yet cool in warm weather. Because of its smooth texture it is easily cleaned.

THE KING'S CARS.

Why They All Look Old
Fashioned.

When the King went up to Balmoral for a short stay—his first visit to Scotland since 1928—he used for shooting, a new model caterpillar tractor which is the newest form of "mechanised moor pony."

Other cars which the King and Queen had in Scotland, however, were their familiar maroon and scarlet limousines, which have been in the Royal service for several years.

So familiar to the public, indeed, have the Royal cars become that motorists who see the King and Queen driving to engagements often ask why the King should use "old fashioned" looking cars, for their high, heavy looking bodies, wide wings and running boards are in striking contrast to the long low lines of the modern sports saloon cars used by the Prince of Wales and his brothers.

The answer to their question is simple—the Royal cars refuse to wear out.

Six years ago the King and Queen decided to replace their cars with new models, but, even when the new cars were delivered, they had a slightly more sedate appearance than other cars of the same year. The King and Queen had been so pleased with the dignified appearance of their former cars that they ordered the new models to be equipped with exactly similar bodies, and the cars bought then in 1924 are still in use to-day.

Notoriety Hunters.

Royal cars, it may be thought, lead much easier lives than the runabouts of ordinary folk, but this is far from being the case. They are in use every day, and although they receive the utmost attention in the Royal mews, when they are out "on duty" the cars frequently are handled roughly. Notoriety seekers, for example, scratch names and initials on the bodywork and damage paint and varnish. Then, too, there are at frequent intervals high speed "empty" journeys to be made in the Ford, the announcement said, to meet the Royal train, when the cars must be there on time, as punctually and reliably as the express itself. Probably the Royal car mileage is as big annually as any in the country, and the cars must never fail.

Only outwardly are the King's cars old-fashioned. Under the bonnets are the most modern of twelve cylinder engines, and in one at least, the new British "Boat" clutch device is shortly to be tested.

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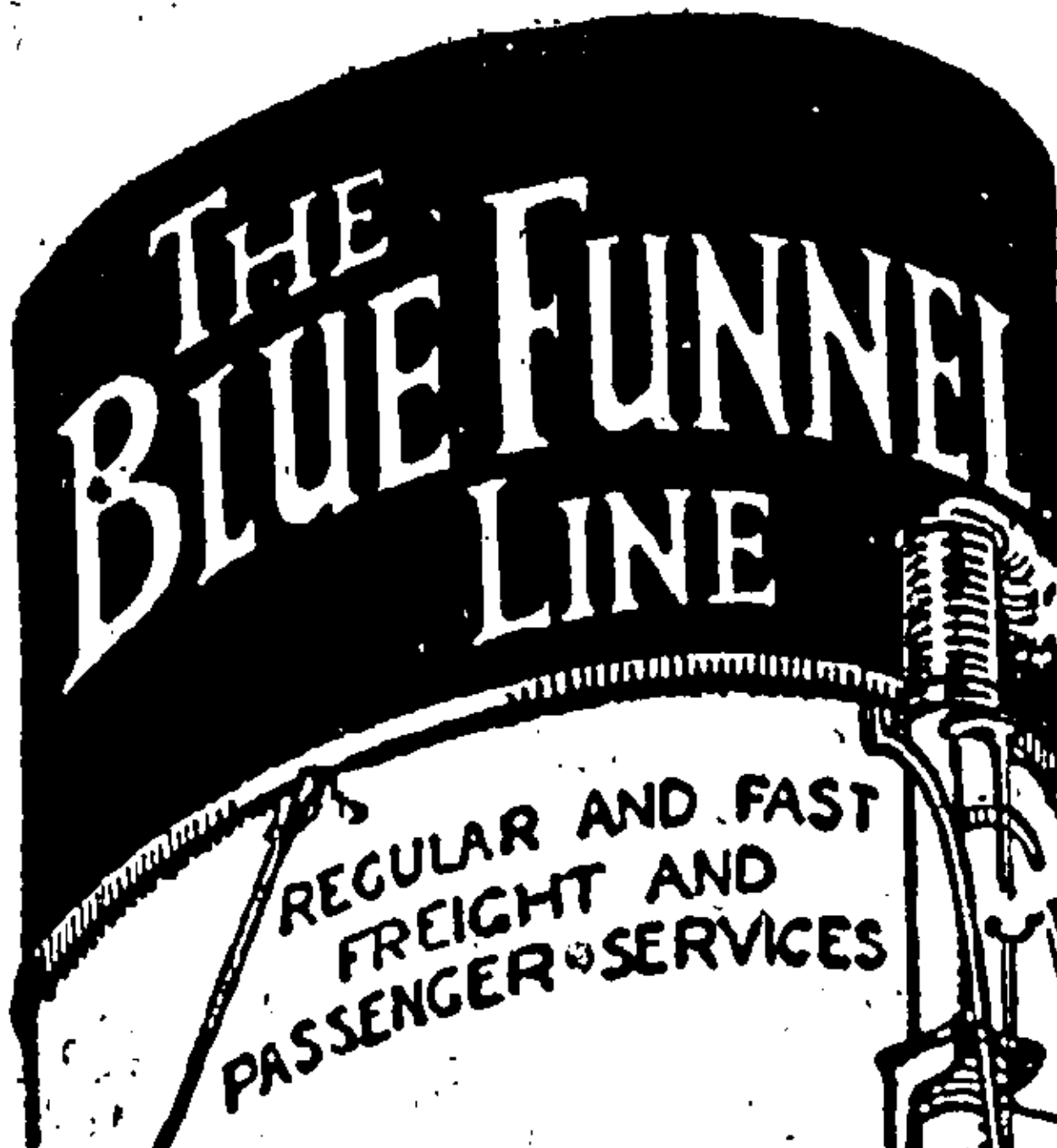
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SECRET DEPARTURE OF FENG?

Red Leader Said to Be in
South Shansi.

FOOD SUPPLIES LOW.

Peking, Tuesday.
Feng Yu-hsiang, accompanied by Sung Chih-yuan, is reported to have secretly left Taiyuan for Pingyang in the south of Shansi, where he is busily directing the Kuominchun under Sun Liang-cheng, Liu Ki, Sun Tien-ying and Keo Kuei-chu to head for Kansu along the Shensi border, since Feng has had the intention at first to lead the Kuominchun to Kansu before the arrival of National troops.

A report from Shanghai states that Feng Yu-hsiang and Sung Chih-yuan are now residing in a church at Fenyang, 60 miles south-west of Taiyuan, where the Kuominchun are also concentrated; they are likely to move to Ninghsia and the north of Shensi, in view of the lack of food supplies in Shansi.

Misleading Rumour.
The rumour, believed to have been fabricated by the reactionary faction in regard to the arrival of Feng Yu-hsiang in Pien-tsin, was circulated to mislead the attention of the public toward Feng, who is still in Shansi.

According to political circles, the Shansi forces have expressed their willingness to be reorganised by the North-eastern authorities on condition that the original positions of the Shansi generals will not be removed and the Shansi units not be transferred to other places, while more or less Shansi troops may be disbanded if necessary. The Shansi envoys Lui Ham and Wang Lu-tso have gone to Nanking to interview General Chang Hsueh-liang, in order to proceed with the negotiation.

A number of National planes again flew to Taiyuan on November 17, distributing pamphlets without dropping bombs.

Bandit Suppression.
After several meetings between President Chiang Kai-shek and General Chang Hsueh-liang were held, it was decided to appoint General Shang Chen, chairman of Shansi Provincial Government, to take the full responsibility for the rehabilitation of Shansi. The order for this appointment will be issued within one or two days.

The surrendered Kuominchun been reorganised into five Mixed under Liang Kuan-ying, who have

STOP PRESS

Shanghai, To-day.

Commenting on the Boxer Indemnity Agreement between Great Britain and China a morning paper says that the settlement does credit to both countries. The decision to use the bulk of the remitted funds for rehabilitating and building railways in China and in grants to the Hong Kong University and universities and the China Committee in London is characterised as an outcome on which the Foreign Offices of both countries can be warmly congratulated.

"The Chinese Government makes a gesture of no little friendliness in recognising the value of the splendid work performed by the Hong Kong University for Chinese education. The attention given to strengthening the cultural bonds between China and Britain in the provision for the appearance of eminent Chinese or British lecture platforms is no less gratifying."

The paper welcomes the disposition of the Chinese Government to take full advantage of the experience possessed by Great Britain in pioneer railway development and to go to that country for the material and equipment necessary for the rehabilitation of China's lines.

It declares that on the British side there be appreciative recognition of the services thus signally rendered by Sir Miles Lampson to his country by thereby obtaining a substantial contribution to the alleviation of the unemployment problem at a time of special trade depression. The agreement itself, however, is to be welcomed, for it certainly encourages the formulation of more confident views than has been possible in the last few years on the subject of British-Chinese Relations.—Reuter.

TOWN SWEEP BY A TORNADO.

Buildings Wrecked and
25 Persons Killed.

SCHOOL DESTROYED.

Oklahoma City, Yesterday.
At least 17 persons were killed and 60 injured and 200 buildings wrecked in Bethany, a town seven miles from here, which was swept by a tornado, simultaneously torrential rain flooding the streets.

Plucky Teacher.

The tornado also demolished a school at Camel, a short distance from Bethany killing two children and injuring the mistress. The latter behaved very pluckily. Looking out of the window, she saw that a storm was approaching and ordered the children to lie on the floor. A second later the tornado struck the building, smashing the wooden walls like matchwood.

Later.

The toll of the tornado is now 25 killed and 100 injured.—Reuter's American Service.

CAR IN FLAMES.

LEADING SEAMAN'S NARROW ESCAPE.

The motor car which was completely destroyed by fire in Lockhart Road yesterday at about 12.15 p.m. after the Fire Brigade had been summoned a little late, was the property of Captain Ramsay, R.N., of H.M.S. Kent.

The driver, who managed to escape in time, was Leading Seaman H. W. Lloyd, of the Kent, who in his report to the Police stated that he was driving along Lockhart Road, and when near Rowington Canal, a crowd of coolie women, carrying baskets, were in front. He swerved to the right to avoid them and in doing so his front wheel ran against the kerb, causing the car to turn over on its side. He got out from the door, and a few seconds later the car was on fire.

While in a New Bond Street milliner's shop Mrs. Forester, who is staying at a West End hotel, laid her handbag—containing about £100—on a chair, and when she went to pick up the bag later she found it had gone.

AMUSEMENT

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He's in the navy now—and how the girls fall for him!

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